THIS BOOK
MUST NOT BE REMOVED
FROM THE LIBRARY

UNIVERSITY OF LONDON LIBRARY

PARL. PAPERS
R REFERENCE ONLY.

609801

ACCOUNTS AND PAPERS:

FIFTY VOLUMES.

—*(5.)*—

NAVY ESTIMATES—*continued;*
NAVY, &c.

SESSION 1.—5 *February* 1895——6 *July* 1895.
SESSION 2.—12 *August* 1895——5 *September* 1895.

VOL. LXV.

1895.

BIBL. LONDIN. UNIV

ACCOUNTS AND PAPERS:

1895.

FIFTY VOLUMES:—CONTENTS OF THE

FIFTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

NAVY ESTIMATES—*continued.*

Appropriation Account, 1893–94:

47. Appropriation Account of the Sums Granted by Parliament for Navy Services, for the Year ended 31st March 1894; also, Statement of the Surpluses and Deficits upon the Grants for the Year ended 31st March 1894. p. 1

Navy (Dockyard Expense Accounts, 1893–94):

60. Balance Sheet and Accounts of Shipbuilding and Dockyard Transactions, &c., and Dockyard Manufactures, for the Financial Year 1893–94; with the Report of the Comptroller and Auditor General thereon. 171

Navy (Victualling Yard Manufacturing Accounts, 1893–94):

166. Annual Balance Sheets, showing the Cost of Manufacturing, Provisions, Victualling Stores, and Seamen's Clothing (Hair Beds), at the Home Victualling Yards and Malta Yard during the Financial Year 1893–94, as well as Statements showing the Waste and Loss resulting therefrom; with the Report of the Comptroller and Auditor General thereon. 383

NAVY.

Courts Martial:

[c. 7907.] Returns of the Number of Courts Martial held, and Summary Punishments inflicted, on Seamen of the Royal Navy, &c., during the Year 1894. 409

Navy (Health):

464. Statistical Report of the Health of the Navy for the Year 1894. 423

Hydrographer of the Admiralty:

[c. 7746.] Report on Admiralty Surveys for the Year 1894, by the Hydrographer. 659

Naval Manœuvres, 1894:

[c. 7584.] The Partial Mobilisation of the Fleet and the Manœuvres of 1894. 675

Naval Works:

[c. 7680.] Statement of proposed Naval Works. 685

First Class Cruisers:

214. Description of the new First Class Cruisers, for the commencement of which Provision is made in the Navy Estimates for 1895-96. p. 689

Naval Prize Money:

331. Account showing the Receipt and Expenditure of Naval Prize Bounty, Salvage, and other Moneys, between the 1st April 1894 and the 31st March 1895. 691

Navy (Engines and Boilers of Ships):

234. Tables of Horse Powers, Weights, &c., of Engines and Boilers of certain Ships of the Royal Navy. 701

Naval Savings Banks:

424. An Account of Deposits in Naval Savings Banks, and the Payments thereof, and of Interest thereon; of all Investments under "The Naval Savings Banks Act, 1866;" and the Application of the Interest or Dividends accruing in respect thereof; and of the Proceeds of any Sale of any Stocks, Annuities, or Securities, during the Financial Year 1893–94. 717

Navy (Seagoing War Ships, &c.):

460. Return of Seagoing War Ships in Commission, in Reserve, and Building; and showing the Naval Expenditure, Revenue, Tonnage of Mercantile Marine, and Value of Seaborne Commerce of various Countries for the Year 1894; and showing Naval Expenditure on Seagoing Force, the Value of Seaborne Commerce (exclusive of Interchange with the United Kingdom), and the Revenue of British Self-governing Colonies for the Year 1894 (in continuation of Paper, No. 299, of 1894). 719

Navy (Shipbuilding Contracts), (Further Programme Commenced 1893–94):

260. Statement of Contracts entered into by the Admiralty on account of Hulls and Machinery, &c.; of Ships Building by Contract; of Machinery, &c., for Ships Building in Her Majesty's Dockyards, and for Gun Mountings. 723

Navy (Shipbuilding Programme under Naval Defence Act, 1889):

427. Return relative to the Memorandum of the Secretary of the Admiralty, dated the 8th day of March 1889 (Paper (No. 67) of 1889), giving—In regard to the 38 Ships intended by the New Programme to be Built in Her Majesty's Dockyards, in comparison with the Estimated Expenditure therein shown, the Actual Expenditure under each Head for each of the Years therein contained, and also, with reference to the anticipated difference of 3,054,000*l*, therein said to be available "for laying down New Vessels, or in reducing the Estimates for the Years 1892–93 and 1893-94," information as to what Sums were applied to either of these two Services respectively; and, in regard to the 32 Ships included in the New Programme, to be constructed by Contract, similar information as to the Actual Expenditure on the Services therein referred to in comparison with the Estimated Expenditure. 731

APPROPRIATION ACCOUNT

1893-94.

APPROPRIATION ACCOUNT of the SUMS Granted by Parliament for NAVY SERVICES, for the Year ended 31st March 1894.

ALSO,

STATEMENT of the SURPLUSES and DEFICITS upon the GRANTS for NAVY SERVICES for the Year ended 31st March 1894, showing all Cases in which the Navy Department has obtained the Sanction of the Treasury to Expenditure not provided for in the Grants for that Year, together with Copies of the Representations made to the Treasury by the Board of Admiralty; also the Balance Sheet showing the Ledger Balances on the 30th September 1894, the Date on which the Account of Naval Receipt and Expenditure for the Year 1893-94 was closed.

(*PRESENTED PURSUANT TO ACT* 29 & 30 *VICT. c.* 39. *s.* 22.)

Ordered, by The House of Commons, *to be Printed,*
14 *February* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

47.

TABLE OF CONTENTS.

	Page
1.—Abstract Appropriation Account, showing the Grants of Parliament for Navy Services for the Year ended 31st March 1894, and the sums which actually came in course of payment in that year, together with the estimated amounts of Receipts to be appropriated in aid of the said Grants, and the sums actually realised in respect of the same - - - - - - - - - - - - -	4
2.—Statement of Particulars of the Differences between the Grants and the Net Expenditure for Navy Services, 1893–94, showing the Surpluses or Deficits arising respectively upon the Gross Amounts of Estimated and of Actual Expenditure, and upon the Estimated and Actual Amounts of Receipts to be appropriated in aid of the Exchequer Grants - - - - - - - - - - - -	6
3.—Statement showing the Details of the Appropriations in Aid, included in the Account of Navy Receipt and Expenditure - - - - - - - - - - -	8
4.—Note affording Explanations of the degree to which the Account of Naval Receipt and Expenditure for the Financial Year 1893–94 has been affected by the rectification of Errors or Omissions in the Accounts of previous Years, discovered since the closing of such Accounts - - - - - - - - - - - -	11
5.—Statement of the Surpluses and Deficits upon the Grants for Navy Services for the Year ended 31st March 1894 - - - - - - - - - - - -	13
6.—Statement of Balances Irrecoverable, and Claims abandoned, with the Dates of the Treasury Sanctions - - - - - - - - - - - -	52
7.—Note.—Vote 8, Section II.; Explanation of the differences in the values of Stocks of Naval Stores, Coals, and Dockyard-made Machinery at the beginning and end of the financial year 1893–94 - - - - - - - - - - -	60 a
8.—Note.—Vote 8, Section III., Sub-Head A.; Propelling Machinery for Her Majesty's Ships and Vessels; Comparison of Expenditure with Estimate, with Explanations	61
9.—Note.—Ditto, Sub-Head B.; Auxiliary Machinery for Her Majesty's Ships and Vessels; Ditto - - - - Ditto - - - - - - - - - - -	61
10.—Note.—Ditto, Sub-Head C.; Hulls of Ships, &c., building by Contract; Ditto - - - Ditto - - - - - - - - - - - -	61
11.—Note.—Ditto, Sub-Head G.; Statement of all Gun Mountings on which Instalments have been paid, but which were not completely paid for, or delivered in some cases, by 31st March 1894 - - - - - - - - - - -	73
12.—Note.—Vote 10; Detailed Statement of the Sums Expended for Works, Buildings, and Repairs at Home and Abroad, with Explanations - - - - - -	77
13.—Note showing Details of Expenditure on Gratuities for Special Services, &c., Vote 11, Sub-Head J. - - - - - - - - - - - - - - -	92
14.—Statement of the Expenditure for Miscellaneous Payments and Allowances, Vote 11, Sub-Head Z. - - - - - - - - - - - - - - -	93
15.—Note showing the Amount of Extra Remuneration received by Officers on the Civil Establishments of the Admiralty whose Salaries are provided for in the Navy Estimates - - - - - - - - - - - - - - -	94
16.—Note showing the Amount of Gratuities, not exceeding 10*l.* each, awarded by the Lords Commissioners of the Admiralty for Special Services under Treasury letter, 21st August 1879 - - - - - - - - - - - - - - -	95
17.—Balance Sheet showing the Ledger Balances on the 30th September 1894, the Date on which the Annual Account of the Naval Receipt and Expenditure was closed; also the proportion of the available Balance remaining on that day applicable to the still open Account for 1894–95 - - - - - - - - - - -	97
18.—Correspondence with the Treasury - - - - - - - - - -	109
19.—Report of the Comptroller and Auditor General - - - - - - - -	139
20.— Ditto on the Store Accounts - - - - - - - - - - -	161

ABSTRACT APPROPRIATION ACCOUNT, showing the GRANTS of PARLIAMENT for NAVY SERVICES, for the Year ended 31st March 1894, and the SUMS which actually came in course of Payment in that Year; together with the Estimated Amounts of RECEIPTS to be appropriated in aid of the said GRANTS, and the SUMS actually realised in respect of the same.

ABSTRACT APPROPRIATION ACCOUNT, showing the GRANTS of PARLIAMENT in course of Payment in that Year, together with the Estimated Amounts of RECEIPTS to be prepared in pursuance of the Act 29 & 30 Vict. c. 39, s. 22.

	VOTES.	GRANTS AND ESTIMATED RECEIPTS, 1893-94. Estimated Gross Expenditure. (1.)	Estimated Receipts in Aid of Grants. (2.)	Exchequer Grants. (3.)
	NAVY EFFECTIVE SERVICES.	£. s. d.	£. s. d.	£. s. d.
1	Wages, &c. of Officers, Seamen and Boys, Coast Guard and Royal Marines.	3,781,581 – –	160,781 – –	3,620,800 – –
2	Victualling and Clothing for the Navy	1,612,028 – –	351,328 – –	1,260,700 – –
3	Medical Establishments and Services	158,690 – –	25,690 – –	133,000 – –
4	Martial Law	10,915 – –	15 – –	10,900 – –
5	Educational Services	103,797 – –	23,297 – –	80,500 – –
6	Scientific Services	70,593 – –	11,293 – –	59,300 – –
7	Royal Naval Reserves	172,035 – –	35 – –	172,000 – –
8	Shipbuilding, Repairs, Maintenance, &c.: Section I.—Personnel	1,826,706 – –	29,706 – –	1,797,000 – –
	Section II.—Matériel	1,893,000 – –	237,000 – –	1,656,000 – –
	Section III.—Contract Work	1,305,600 – –	39,600 – –	1,266,000 – –
9	Naval Armaments	1,365,200 – –	50,000 – –	1,315,200 – –
10	Works, Buildings, and Repairs at Home and Abroad	389,000 – –	9,000 – –	380,000 – –
11	Miscellaneous Effective Services	169,365 – –	9,265 – –	160,100 – –
12	Admiralty Office	239,520 – –	8,520 – –	231,000 – –
	TOTAL EFFECTIVE SERVICES £.	13,098,030 – –	955,530 – –	12,142,500 – –
	NAVY NON-EFFECTIVE SERVICES.			
13	Half-Pay, Reserved and Retired Pay	781,660 – –	12,960 – –	768,700 – –
14	Naval and Marine Pensions, Gratuities and Compassionate Allowances.	979,924 – –	23,524 – –	956,400 – –
15	Civil Pensions and Gratuities	312,760 – –	560 – –	312,200 – –
	EXTRA ESTIMATE FOR SERVICES IN CONNECTION WITH THE COLONIES.			
16	Additional Naval Force for Service in Australasian Waters—Annuity payable under.	95,300 – –	35,000 – –	60,300 – –
	TOTAL ORDINARY GRANTS £.	15,267,674 – –	1,027,574 – –	14,240,100 – –
	Amount written off as Irrecoverable	– – –	– – –	– – –
	GRAND TOTAL £.	15,267,674 – –	1,027,574 – –	14,240,100 – –

Note A.—The Net Deficit on the Navy Appropriation Account for 1892-93, viz., 85,748*l.* 11*s.* 3*d.*, after being modified by the outcome of the Expenditure during that year under the Naval Defence Act, resulted in a Surplus of 191,876*l.* 5*s.* 3*d.*, which was written off as follows, viz.:—

	£. s. d.
By surrender from the Exchequer Account of the Grant for 1892-93	529 18 11
By ditto ditto for 1893 94	191,346 6 4
Treasury letter, 20th March 1894, No. 4467, E. 7949/94.	£. 191,876 5 3

For explanation of this amount *see* Report of the Comptroller and Auditor General on the Navy Appropriation Account for the year 1892-93, paragraph 33, pages 159, 160.

I, the undersigned, declare, to the best of my knowledge and belief, that no part of the Expenditure Department, in cases where such superior

Admiralty,
21st December 1894.

I certify that this Account has been examined by officers under my directions, in accordance with, and observations contained in the annexed Report, and to the remarks contained in my Report upon the Accounts Appropriation of the Receipt and Expenditure for Navy Services for the Year ended 31st March 1894.

Examined,
John Bromley.

for NAVY SERVICES for the Year ended 31st March 1894, and the SUMS which actually can e appropriated in aid of the said GRANTS, and the SUMS actually realised in respect of the same;

EXPENDITURE, 1893-94.			DIFFERENCES between Exchequer Grants and Net Expenditure (Columns 3 and 6), as per Net following Statement, page 6.		Number of Vote.	Reference to Explanatory Paper.
Gross Expenditure. (4.)	Actual Receipts in Aid. (5.)	Net Expenditure. (6.)	Surpluses. (7.)	Deficits. (8.)		
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		Page
3,753,456 1 -	150,418 6 8	3,603,037 14 4	17,762 5 8	- - -	1	14
1,636,193 1 2	335,001 5 11	1,301,191 15 3	- - -	40,491 15 3	2	16
160,691 17 1	25,493 6 10	135,198 10 3	- - -	2,198 10 3	3	20
9,718 7 7	16 6 4	9,702 1 3	1,197 18 9	- - -	4	22
99,937 18 10	24,752 8 3	75,185 10 7	5,314 9 5	- - -	5	22
70,233 12 2	11,910 7 5	58,323 4 9	976 15 3	- - -	6	26
179,042 4 7	53 4 2	178,989 - 5	- - -	6,989 - 5	7	28
					8	
1,833,280 2 4	22,369 15 7	1,810,910 6 9	- - -	13,910 6 9	Sect. I.	30
1,959,683 12 7	242,902 12 7	1,716,781 - -	- - -	60,781 - -	„ II.	32
1,248,135 10 10	35,998 13 8	1,212,136 17 2	53,863 2 10	- - -	„ III.	34
1,316,361 10 2	40,411 4 2	1,275,950 6 -	39,249 14 -	- - -	9	36
397,150 17 6	5,958 17 10	391,191 19 8	- - -	11,191 19 8	10	38
198,783 3 4	9,280 6 7	189,502 16 9	- - -	29,402 16 9	11	42
237,582 9 11	8,520 19 -	229,061 10 11	1,938 9 1	- - -	12	46
13,100,250 9 1	913,087 15 -	12,187,162 14 1	120,302 15 -	164,965 9 1		
777,442 10 4	11,440 12 10	766,001 17 6	2,698 2 6	- - -	13	46
996,987 6 3	20,585 16 11	976,401 9 4	- - -	20,001 9 4	14	48
314,911 3 3	485 19 2	314,425 4 1	- - -	2,225 4 1	15	50
95,342 16 -	45,278 - -	50,064 16 -	10,235 4 -	- - -	16	50
15,284,934 4 11	990,878 3 11	14,294,056 1 -	133,236 1 6	187,192 2 6		
12,490 10 6	- - -	12,490 10 6	- - -	12,490 10 6	Irrecoverable.	52
15,297,424 15 5	990,878 3 11	14,306,546 11 6	133,236 1 6	199,682 13 -		

NET DEFICIT - - - £. 66,446 11 6

Note B.—The Total Payments and Recoveries during the year 1893-94 for services performed for other Departments which have been treated as Advances outside the Votes, were as follows, viz.:—

Payments - - - - - - - - -	£. 1,042,290
Recoveries - - - - - - - - -	1,058,580

contained in this Appropriation Account has been incurred without authority superior to that of the authority is required by the Regulations.

G. FitzGerald,
Accountant General of the Navy.

to the extent prescribed by, the 29th Section of the Act 29 & 30 Vict. c. 39; and that, subject to the of the Ordnance Factories and Manufacturing Establishments of the Army, it is correct as regards the

C. L. Ryan,
Comptroller General of Her Majesty's Exchequer, and Auditor General of Public Accounts.

STATEMENT of Particulars of the Differences between the GRANTS and the NET EXPENDITURE or Deficits arising respectively upon the Gross Amounts of Estimated and of Actual Expenditure, the Exchequer Grants.

	VOTES.	SURPLUSES.		
		Excess of Estimated Gross Expenditure over Actual Gross Expenditure.	Excess of Actual Receipts over Estimated Receipts.	TOTAL.
	NAVY EFFECTIVE SERVICES.	£. s. d.	£. s. d.	£. s. d.
1	Wages, &c. of Officers, Seamen and Boys, Coast Guard, and Royal Marines.	28,124 19 –	- - -	28,124 19 –
2	Victualling and Clothing for the Navy - - - -	- - -	- - -	- - -
3	Medical Establishments and Services - - - -	- -	- -	- - -
4	Martial Law - - - - - - - - -	1,196 12 5	1 6 4	1,197 18 9
5	Educational Services - - - - - - - -	3,859 1 2	1,455 8 3	5,314 9 5
6	Scientific Services - - - - - - - -	359 7 10	617 7 5	976 15 3
7	Royal Naval Reserves - - - - - - -	- - -	18 4 2	18 4 2
8	Shipbuilding, Repairs, Maintenance, &c.:			
	Section I.—Personnel - - - - - -	- - -	- - -	- - -
	Section II.—Matériel - - - - - - -	- - -	5,902 12 7	5,902 12 7
	Section III.—Contract Work - - - -	57,464 9 2	- - -	57,464 9 2
9	Naval Armaments - - - - - - - -	48,838 9 10	- - -	48,838 9 10
10	Works, Buildings, and Repairs at Home and Abroad -	- - -	- - -	- - -
11	Miscellaneous Effective Services - - -	- - -	15 6 7	15 6 7
12	Admiralty Office - - - - - - - -	1,937 10 1	– 19 –	1,938 9 1
	TOTAL EFFECTIVE SERVICES - - - £.	141,780 9 6	8,011 4 4	149,791 13 10
	NAVY NON-EFFECTIVE SERVICES.			
13	Half Pay, Reserved, and Retired Pay - - - -	4,217 9 8	- - -	4,217 9 8
14	Naval and Marine Pensions, Gratuities and Compassionate Allowances.	- - -	- - -	- - -
15	Civil Pensions and Gratuities - - - - -	- - -	- - -	- - -
16	Additional Naval Force for Service in Australasian Waters.	- - -	10,278 – –	10,278 – –
	TOTAL for the NAVAL SERVICE - - - £.	145,997 19 2	18,289 4 4	164,287 3 6
	Amount written off as Irrecoverable - - -	- - -	- - -	- - -
	TOTAL - - - £.	145,997 19 2	18,289 4 4	164,287 3 6

for NAVY SERVICES, 1893-94, as stated in the foregoing Account, page 4, showing the Surpluses diture, and upon the Estimated and Actual Amounts of Receipts to be appropriated in aid of

DEFICITS.			NET DIFFERENCES, as shown in Columns 7 and 8 of the foregoing Account, page 4.		Number of Vote.
Excess of Actual Gross Expenditure over Estimated Gross Expenditure.	Excess of Estimated Receipts over Actual Receipts.	TOTAL.	Surpluses.	Deficits.	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
- - -	10,362 13 4	10,362 13 4	17,762 5 8	- - -	1
24,165 1 2	16,326 14 1	40,491 15 3	- - -	40,491 15 3	2
2,001 17 1	196 13 2	2,198 10 3	- - -	2,198 10 3	3
- - -	- - -	- - -	1,197 18 9	- - -	4
- - -	- - -	- - -	5,314 9 5	- - -	5
- - -	- - -	- - -	976 15 3	- - -	6
7,007 4 7	- - -	7,007 4 7	- - -	6,989 - 5	7
					8
6,574 2 4	7,336 4 5	13,910 6 9	- - -	13,910 6 9	Sect. I.
66,683 12 7	- - -	66,683 12 7	- - -	60,781 - -	Sect. II.
- - -	3,601 6 4	3,601 6 4	53,863 2 10	- - -	Sect. III.
- - -	9,588 15 10	9,588 15 10	39,249 14 -	- - -	9
8,150 17 6	3,041 2 2	11,191 19 8	- - -	11,191 19 8	10
29,418 3 4	- - -	29,418 3 4	- - -	29,402 16 9	11
- - -	- - -	- - -	1,938 9 1	- - -	12
144,000 18 7	50,453 9 4	194,454 7 11	120,302 15 -	164,965 9 1	
- - -	1,519 7 2	1,519 7 2	2,698 2 6	- - -	13
17,063 6 3	2,938 3 1	20,001 9 4	- - -	20,001 9 4	14
2,151 3 3	74 - 10	2,225 4 1	- - -	2,225 4 1	15
42 16 -	- - -	42 16 -	10,235 4 -	- - -	16
163,258 4 1	54,985 - 5	218,243 4 6	133,236 1 6	187,192 2 6	
12,490 10 6	- - -	12,490 10 6	- - -	12,490 10 6	Irrecoverable.
175,748 14 7	54,985 - 5	230,733 15 -	133,236 1 6	199,682 13 -	

Net Deficit - - - £. 66,446 11 6

STATEMENT showing the Details of the APPROPRIATIONS in AID, included in the Account of NAVY RECEIPT and EXPENDITURE.

Votes.		APPROPRIATIONS IN AID.			
		Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
1	WAGES, &c. OF OFFICERS, SEAMEN AND BOYS, COAST GUARD, AND ROYAL MARINES: For Contributions from Indian Revenues for the Wages and Allowances to Crews of Indian Troop Ships, for the Services of Four Vessels maintained in Indian Waters, and for Manning the Floating Defences of the Indian Harbours; from War Office for Allowances to Paymasters and Saloon Establishments of the Imperial Troop Ships; and from Australasian Colonies for additional Naval Force in Australasian Waters, Purchase of Discharge of Seamen and Marines, Stoppages, Rents of Coast Guard Buildings, &c. - - - -	160,781 - -	150,418 6 8	- - -	10,362 13 4
2	VICTUALLING AND CLOTHING FOR THE NAVY: For Victualling Stores, Clothing, &c., issued on repayment (including Supplies to other Departments of Government, &c.); Contributions from Indian Revenues on account of Ships in Indian Waters, and Floating Defences of Indian Harbours, and from Australasian Colonies for additional Naval Force in Australasian Waters; Proceeds of Sale of Unserviceable Stores, &c. - - - -	351,328 - -	335,001 5 11	- - -	16,326 14 1
3	MEDICAL ESTABLISHMENTS AND SERVICES: For Maintenance of Men in Hospitals at expense of Greenwich Hospital; Supplies to other Departments of Government, &c.; Stoppages from Officers and Men; Contribution from India for maintenance of Patients in Yarmouth Hospital, for Subsistence of Officers and Men of Indian Troop Ships in Naval Hospitals, for Her Majesty's Ships in Indian Waters, and for Expense of Manning the Floating Defences of Indian Harbours, and from Australasian Colonies for additional Naval Force in Australasian Waters; Proceeds of Sale of Unserviceable Stores, &c. - -	25,690 - -	25,493 6 10	- - -	196 13 2
4	MARTIAL LAW: For Miscellaneous Receipts - - -	15 - -	16 6 4	1 6 4	—
5	EDUCATIONAL SERVICES: For Contributions by Parents or Guardians of Naval Cadets and Engineer Students; Fees of Private Students at Royal Naval College, Greenwich, School Fees, and Miscellaneous Receipts - - -	23,297 - -	24,752 8 3	1,455 8 3	—
6	SCIENTIFIC SERVICES: For Proceeds of the Sale of Charts; Contribution from the Dominion of Canada on account of the Survey of Anticosti Island, and Miscellaneous Receipts -	11,293 - -	11,910 7 5	617 7 5	—
	Carried forward - - - £.	572,404 - -	547,592 1 5	2,074 2 -	26,886 - 7

STATEMENT showing the Details of the APPROPRIATIONS in AID, included in the Account, &c.—*continued.*

Votes.		APPROPRIATIONS IN AID.			
		Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -	572,404 - -	547,592 1 5	2,074 2 -	26,886 - 7
7	ROYAL NAVAL RESERVES:				
	For Miscellaneous Receipts - - -	35 - -	53 4 2	18 4 2	—
8	SHIPBUILDING, REPAIRS, MAINTENANCE, &c.:				
Sec. 1	Personnel: For Contribution from War Department towards the Maintenance of H. M. Troop Ships and from Indian Government on account of H. M. Ships in Indian Waters, for Water supplied to the Inhabitants of Port Royal, Jamaica; Contribution from Colonial Government, Jamaica, towards Maintenance of Buoys and other Receipts - - - - -	29,706 - -	22,369 15 7	- - -	7,336 4 5
Sec. 2	Matériel: For Naval Stores issued on Repayment; Contribution from War Department towards Maintenance of H. M. Troop Ships; Contribution from Indian Government on account of H. M. Ships in Indian Waters; also for Expense of manning the Floating Defences of Indian Harbours; from Australasian Colonies for additional Naval Force in Australasian Waters; Sale of Ships, Unserviceable Stores, and old Machinery; Amount recovered from Naval Defence Fund for Materials for making Torpedo Tubes in the Dockyards for Contract-built Ships; Receipts for Gas and Surplus Coke at Pembroke; use of Official Furniture, and Miscellaneous Receipts - - -	237,000 - -	242,902 12 7	5,902 12 7	—
Sec. 3	Contract Work: For Contribution from the Indian Government on account of H. M. Ships in Indian Waters and for Expense of Manning the Floating Defences of Indian Harbours and from the Australasian Colonies on account of Additional Naval Force in Australasian Waters -	39,600 - -	35,998 13 8	- - -	3,601 6 4
9	NAVAL ARMAMENTS: For ditto - ditto - and for Sale of Old Stores, Fines, and Miscellaneous Receipts - - - - - - -	50,000 - -	40,411 4 2	- - -	9,588 15 10
10	WORKS, BUILDINGS, AND REPAIRS AT HOME AND ABROAD: For Rents, Sale of Old Stores, &c.; Repayments for Supplies, &c. - - -	9,000 - -	5,958 17 10	- - -	3,041 2 2
11	MISCELLANEOUS EFFECTIVE SERVICES: For Receipts from Officers and others for Conveyance, Messing, &c.; Contribution from Australasian Colonies for additional Naval Force in Australasian Waters, and from Indian Government on account of H. M. Ships in Indian Waters, and the Expense of Manning the Floating Defences of Indian Harbours; Dues, &c., Ascension, and Miscellaneous Receipts - - - - - - -	9,265 - -	9,280 6 7	15 6 7	—
	Carried forward - - - £.	947,010 - -	904,566 16 -	8,010 5 4	50,453 9 4

STATEMENT showing the Details of the APPROPRIATIONS IN AID, included in the Account, &c.—*continued.*

Votes.		APPROPRIATIONS IN AID.			
		Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
	Brought forward - - -	947,010 - -	904,566 16 -	8,019 5 4	50,453 9 4
12	ADMIRALTY OFFICE:				
	For Contributions for Work performed on account of Indian Troop Ships, Army Transport Duties, and Greenwich Hospital Business - - - - - -	8,520 - -	8,520 19 -	- 19 -	—
13	HALF PAY, RESERVED AND RETIRED PAY:				
	For Contributions on account of Her Majesty's ships in Indian Waters; the Expenses of Manning the Floating Defences of Indian Harbours and the additional Naval Force in Australasian Waters, and for Miscellaneous Receipts	12,960 - -	11,440 12 10	- - -	1,519 7 2
14	NAVAL AND MARINE PENSIONS, GRATUITIES, AND COMPASSIONATE ALLOWANCES:				
	For Contribution on account of Her Majesty's ships in Indian Waters; the Expenses of Manning the Floating Defences of Indian Harbours and the additional Naval Forces in Australasian Waters, and for Miscellaneous Receipts	23,524 - -	20,585 16 11	- - -	2,938 3 1
15	CIVIL PENSIONS AND GRATUITIES:				
	For Contribution by Indian Government towards Cost of Pensions to Members of the Transport Department on account of Work connected with Indian Troop Service, and Miscellaneous Receipts -	560 - -	485 19 2	- - -	74 - 10
16	EXTRA ESTIMATE FOR SERVICES IN CONNECTION WITH THE COLONIES:				
	Additional Naval Force for Service in Australasian Waters:				
	For Contribution to be made by the Colonies after abating amounts credited to other Navy Votes -	35,000 - -	45,278 - -	10,278 - -	—
	£.	1,027,574 - -	990,878 3 11	18,289 4 4	54,985 - 5

Note.—The amount by which the Appropriations in Aid of the year of this Account have been affected by charges in adjustment of over-credits in prior years is 2,047*l.* 19*s.* -*d.* (Treasury Letter, 11th July 1884, No. 8776.)

NOTE affording Explanations of the degree to which the Account of Naval Receipt and Expenditure for the Financial Year 1893–94 has been affected by the rectification of Errors or Omissions in the Accounts of previous Years, discovered since the closing of such Accounts; inserted in pursuance of Treasury Letters, dated 30th April 1864 and 5th June 1883.

Vote.	Head of Service.	Dr.	Cr.	Balances. Dr.	Balances. Cr.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
1	Wages, &c. of Officers, Seamen, &c. -	265 15 6	131 8 11	134 6 7	—
2	Victualling and Clothing for the Navy	459 7 5	180 17 1	278 10 4	—
3	Medical Establishments and Services -	25 1 5	22 12 9	2 8 8	—
4	Martial Law - - - - -	- -	- 5 -	- -	- 5 -
5	Educational Services - - - -	24 8 11	6 6 -	18 2 11	—
6	Scientific Services - - - -	—	—	—	—
7	Royal Naval Reserves - - -	16 4 10	5 3 2	11 1 8	—
8	Shipbuilding, Repairs, Maintenance, &c.:				
	Section 1.—Personnel - - -	652 8 4	30 16 3	621 12 1	—
	Section 2.—Matériel - - -	274 14 8	1,046 15 1	- -	772 - 5
	Section 3.—Contract Work - -	791 15 11	2 3 9	789 12 2	—
9	Naval Armaments - - - -	2,503 14 8	1,005 8 9	1,498 5 11	—
10	Works, Buildings, and Repairs at Home and Abroad.	1,794 19 3	253 4 9	1,541 14 6	—
11	Miscellaneous Effective Services -	2,584 11 10	75 6 8	2,509 5 2	—
12	Admiralty Office - - - - -	87 3 7	- 19 -	86 4 7	—
13	Half Pay, Reserved and Retired Pay -	- -	15 8 -	- -	15 8 -
14	Naval and Marine Pensions, Gratuities and Compassionate Allowances.	578 17 2	96 16 2	482 1 -	—
15	Civil Pensions and Gratuities - -	9 1 3	- 17 5	8 3 10	—
16	Extra Estimate for Services in connection with the Colonies:—				
	Additional Naval Force for Service in Australasian Waters.	—	—	—	—
	Total - - - £.	10,068 4 9	2,874 8 9	7,981 9 5	787 13 5
		Balance - £. 7,193 16 -		£. 7,193 16 -	

The above Debits and Credits consist of payments or receipts through Cash Accounts, or Claims from other Departments, not received in time to be included in the Account of the year to which they related; of suspensions and disallowances removed subsequent to the closing of the Account for the year in which the payments or receipts, if correctly vouched, would have been charged or credited; and of adjustments in the Accounts of previous years subsequent to the closing of such Accounts.

G. FitzGerald,
Accountant General of the Navy.

STATEMENT of the SURPLUSES and DEFICITS upon the GRANTS for NAVY SERVICES, for the Year ended 31 March 1894.

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE 1.				
WAGES, &c. OF OFFICERS, SEAMEN, AND BOYS, COAST-GUARD, AND ROYAL MARINES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
HER MAJESTY'S FLEET:				
A.—Wages, &c. of Officers, Seamen, and Boys.	2,993,938 – –	2,971,710 6 9	22,227 13 3	– –
COAST GUARD:				
B.—Wages and Allowances - - -	208,922 – –	206,131 1 4	2,790 18 8	– –
C.—Contingencies - - - - -	54,352 – –	54,419 6 11	– –	67 6 11
ROYAL MARINES:				
D.—Wages and Allowances - - -	469,279 – –	464,060 7 4	5,218 12 8	– –
E.—Contingencies - - - - -	22,610 – –	22,489 8 5	120 11 7	– –
ROYAL MARINE DIVISIONS:				
F.—Salaries and Allowances - - -	6,140 – –	6,127 19 1	12 – 11	– –
G.—Contingencies - - - - -	12,990 – –	13,264 – 11	– –	274 – 11
H.—Recruiting Expenses - - -	13,350 – –	14,993 12 1	– –	1,643 12 1
I.—Field Allowances - - - -	– – –	259 18 2	– –	259 18 2
£.	3,781,581 – –	3,753,456 1 –	30,369 17 1	2,244 18 1
			Realised	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
K.—Appropriations in Aid - - -	160,781 – –	150,418 6 8	– –	10,362 13 4
	3,620,800 – –	3,603,037 14 4	30,369 17 1	12,607 11 5
Net Surplus - - - £.	17,762 5 8		17,762 5 8	

	Estimated.	Realised.
	£.	£.
Contributions on account of—		
Four Vessels in Indian Waters -	32,800	14,018
Indian Troop Ships - - -	52,448	42,477
Floating Defences of Indian Harbours.	27,300	27,778
Additional Naval Force in Australasian Waters.	30,400	39,328
Allowances to Paymasters and Saloon Establishments of the Imperial Troop Ships.	1,500	1,635
Purchases of Discharge, Stoppages, and Miscellaneous Receipts.	16,333	18,182
£.	160,781	150,418

Year ended 31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes.

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: During part of the year the numbers of officers and seamen borne fell short of the estimate. *See* Table below.

B.—Surplus: Numbers short borne during the year.

NUMBERS VOTED AND BORNE.—Comparative Statement for Year 1893–94.

	Voted, 1893–94.	Borne	*More.*	Less.	Borne.	*More.*	Less.	Borne.	*More.*	Less.	Borne.	*More.*	Less.	Mean. *More.*	Mean. Less.
		25th June 1893.			25th Sept. 1893.			25th Dec. 1893.			25th Mar. 1894.				
Officers and Seamen	48,414	46,947	–	1,467	47,908	–	506	48,479	65	–	49,374	960	–	–	237
Boys	8,294	7,911	–	383	8,344	50	–	8,433	139	–	8,639	345	–	38	–
Coast Guard	4,200	4,068	–	132	4,049	–	151	4,108	–	92	4,064	–	136	–	128
Royal Marines	14,865	14,306	–	559	14,663	–	202	14,776	–	89	14,821	–	44	–	223
TOTAL	75,773	73,232	–	2,541	74,964	50	859	75,796	204	181	76,898	1,305	180	38	588
				–			50		181			180			38
				2,541			809		23			1,125			550

C.—Deficit: Increased requirements for travelling, owing to mobilization, and for water, owing to drought in 1893; also, legal expenses on account of new leases and purchases of sites for coastguard buildings; reduced by saving on item for Rents, &c., and lodging allowances of officers and men unprovided with quarters.

D.—Surplus: Fewer men borne throughout the year than voted, and consequent saving on full pay and special pay; reduced by larger expenditure on prizes for good shooting.

E.—Surplus: Less required for lodging allowances; but increased charges for marching money and contingent expenses, a larger number of men having been discharged invalided.

F.—Surplus: Caused by new appointment of Divisional Paymaster at Plymouth with increased salary, but no percentage on Imprests; and vacancy for chaplain during part of the year; reduced by new appointment of chaplain at Walmer at higher rate of pay than his predecessor.

G.—Deficit: The expenditure for lodging allowances and commuted allowances for fuel and lights; also for gas at Forton, Plymouth and Walmer, and for water at Walmer (owing to the large number of men at the depôt), exceeded the amounts estimated.

H.—Deficit: Larger entries of boys, artizans and engine-room ratings, and more recruits were raised at stations further from London, involving increased expenditure for travelling expenses.

I.—Deficit: Field allowances granted for service on shore in Solomon Islands, and in West and South Africa.

K.—Deficit: The contribution on account of Her Majesty's Ships in Indian Waters, and of the officers and crews of Indian Troop Ships, fell short of the estimate, but a portion of the amount due for the year 1894–95 for the Australasian Auxiliary Squadron was paid during this year, and the amounts received for discharges of men by purchase, stoppages of pay, mulcts, &c., and miscellaneous receipts, including a contribution from the Dominion Government of Canada, for a detachment of Royal Marines at Esquimalt, exceeded the estimate.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE 2. VICTUALLING AND CLOTHING FOR THE NAVY. VICTUALLING YARDS AT HOME AND ABROAD:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries and Allowances	16,437 – –	16,772 15 7	-	335 15 7
B.—Wages of Artificers, &c.	40,693 – –	41,254 – 7	-	561 – 7
C.—Wages of Crews of Victualling Yard Hoys.	4,899 – –	4,929 8 2	-	30 8 2
D.—Wages, &c. of Police Force	5,584 – –	5,554 14 9	29 5 3	-
E.—Extra Pay to Artificers, &c. of the Fleet.	50 – –	39 5 5	10 14 7	-
F.—Rents, Water, and Contingencies	1,952 – –	1,539 16 1	412 3 11	-
G.—Provisions, and Allowances in lieu	780,800 – –	*773,621 12 3	7,178 7 9	-
H.—Savings (Payments for Provisions not taken up).	241,100 – –	247,322 16 6	-	6,222 16 6
I.—Beer Money and Excess Cost of Rations to Royal Marines on Shore.	17,600 – –	18,783 13 10	-	1,183 13 10
Carried forward £.	1,109,115 – –	1,109,818 3 2	7,630 11 6	8,333 14 8

Note—Includes a payment of 11*s.* for value of water kept in readiness at Rosslare, Wexford, for torpedo boats, but not required.
* Includes a payment of 196*l.* 18*s.* 5*d.*, compensation to contractors in Cyprus for provisions ordered, but not required, the Mediterranean Squadron not visiting the Island. (Treasury Letter, 16th February 1894, No. 1,825.)
Note—On the 23rd June 1893, Her Majesty's Ship "Victoria" was lost with all stores on board.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Deficit: Temporary employment of additional writers at the Royal Victoria Yard and of a clerk learning the duties of storekeeper at that Yard and the Royal Alexandra Yard, and by payment during this year of arrear of allowance to Commissariat officers at Sierra Leone for issue of stores and contribution in aid of salaries at Bombay Depôt; reduced by new appointments of writers at lower rates of pay than their predecessors.

B.—Deficit:—Due to increase of pay to unskilled labourers at Home Yards generally and various small additional requirements: modified by less requirements at the foreign depôts.

C.—Deficit: Slight variations at the different establishments.

D.—Surplus: Owing to the Force not having been maintained at its full strength.

E.—Surplus: Requirements less than anticipated.

F.—Surplus: Less required for water generally except at Royal Alexandra Yard, where the supply from Spy Hill failed during the drought of 1893; reduced by slightly increased contingent charges at the Royal Victoria Yard.

G.—Surplus: Arising from lower prices than estimated, from more men having taken the savings price in lieu of the ration. (*See* deficit on Sub-head H., and variations in allowances in lieu.

H.—Deficit: Due to greater quantities having been saved by the men than anticipated. (*See* Sub-head G.)

I.—Deficit: Due to an increased number of rations being required.

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE 2—*continued.*				
VICTUALLING AND CLOTHING FOR THE NAVY—*continued.*				
VICTUALLING YARDS AT HOME AND ABROAD—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	1,109,115 - -	1,109,818 3 2	7,630 11 6	8,333 14 8
K.—Mess Traps - - - - - -	5,100 - -	4,102 16 3	997 3 9	- -
L.—Light, and Allowances in lieu, and Lighting Yards with Gas, &c.	43,112 - -	46,001 9 2	- -	2,889 9 2
M.—Seamen's Clothing, Soap, and Tobacco	317,591 - -	337,221 13 5	- -	19,630 13 5
£. s. d. Gross Expenditure - - 371,273 3 4 Less,—amount recovered from Contractors for materials made into Garments - - 34,051 9 11 Treasury Letter, 14 June 1894, No. 5,644. Net - - £. 337,221 13 5				
N.—Marine Clothing and Appointments, and Allowances in lieu.	69,030 - -	65,546 1 10	3,483 18 2	- -
O.—Victualling Stores - - - -	37,950 - -	40,912 14 7	- -	2,962 14 7
P.—Marine Barrack Stores - - -	15,130 - -	12,624 11 6	2,505 8 6	- -
Q.—Freight, Lighterage, &c. - - -	15,000 - -	19,965 11 3	- -	4,965 11 3
£.	1,612,028 - -	1,636,193 1 2	14,617 1 11	38,782 3 1
			Realised.	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
R.—Appropriations in Aid - - -	351,328 - -	335,001 5 11	- -	16,326 14 1
Estimated. Realised. Contributions on account of— £. £. Additional Naval Force in Australasian Waters. 9,600 12,419 Four Vessels in Indian Waters - 10,600 4,530 Floating Defences of Indian Harbours. 7,000 7,122 Repayments for Issues of Stores to Seamen and Marines, and to other Governments, &c., including Labour and per centage. 316,526 302,669 Sale of Unserviceable Stores, and Miscellaneous Receipts. 7,602 8,261 £. 351,328 335,001	1,260,700 - -	1,301,191 15 3	14,617 1 11	55,108 17 2
		1,260,700 - -		14,617 1 11
Net Deficit - - - £.		40,491 15 3		40,491 15 3

Note.—Provisions, &c., to the approximate value of 358*l.* 19*s.* 3*d.*, were issued for the relief of sufferers by the second earthquake in the Island of Zante in April 1893. (Treasury Letters, 1st May 1893, No. 6401, and 29th August 1893, No. 12,760.)

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued*.

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

K.—Surplus: Due to savings in prices, and non-delivery by contractors to a greater extent than anticipated.

L.—Deficit: Due to increased prices, and to a greater consumption of gas, principally at the Royal Victoria Yard.

M.—Deficit: Due to the new system of making up boys' clothing, causing considerable increase in expenditure for making up; a number of small surpluses taken from contractors, and fewer stores undelivered by contractors than anticipated.

N.—Surplus: Due to savings in prices, and slightly less requirements.

O.—Deficit: Due to payment for Stores ordered for 1892-93, but not delivered during that year.

P.—Surplus: Due to savings in prices, and slightly less requirements.

Q.—Deficit: Due to increased requirements of the Fleet, consequent on increased numbers.

R.—Deficit: Due to smaller repayments by other Departments of Government, &c.; less recovered from India for Ships in Indian Waters and slightly less Clothing taken up by the seamen than anticipated, modified by increased recoveries from Marines, and by the receipt during this year of a portion of the amount due for the Australian Auxiliary Squadron for the year 1894-95.

Note.—The values of the Stocks of the Victualling and Royal Marine Stores, Clothing, &c., at the beginning and end of the Financial Year 1893-94, were as follows:—

	£.
On the 1st April 1893 (valued at rates for the year 1893-94)	810,552
On the 31st March 1894 (valued at same rates)	936,687
Increase	£.126,135

Increase in stock necessitated by increased number of men and ships, and provision for ships in reserve.

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE **3.**				
MEDICAL ESTABLISHMENTS AND SERVICES:				
MEDICAL ESTABLISHMENTS AT HOME AND ABROAD:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries and Allowances - - - -	35,600 - -	36,254 4 1	- -	654 4 1
B.—Wages, &c. - - - - - - -	23,727 - -	26,531 11 9	- -	2,804 11 9
C.—Wages, &c. of Police Force - - -	3,623 - -	3,582 17 9	40 2 3	- -
D.—Extra Pay to Officers, Seamen and Marines	438 - -	347 7 11	90 12 1	- -
E.—Rents, Water, &c. - - - - - -	1,332 - -	1,060 5 5	271 14 7	- -
F.—Gas and Electric Lighting - - -	2,120 - -	2,173 15 6	- -	53 15 6
G.—Contingencies - - - - - - -	1,700 - -	1,765 18 8	- -	65 18 8
MEDICINES AND MEDICAL STORES:				
H.—Hospital and Infirmary Provisions and Stores, Medicines and Instruments -	69,700 - -	67,316 15 -	2,383 5 -	- -
I.—Subsistence, &c. of Seamen at Sick Quarters, &c. not in Charge of Naval Officers -	15,500 - -	16,846 11 11	- -	1,346 11 11
J.—Contributions in Aid of Lock Hospitals -	2,350 - -	2,136 19 -	213 1 -	- -
K.—Miscellaneous Disbursements, Medical Service - - - - - - -	2,600 - -	2,675 10 1	- -	75 10 1
£.	158,690 - -	160,691 17 1	2,998 14 11	5,000 12 -

Deduct,—	Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
L.—Appropriations in Aid - - - -	25,690 - -	25,493 6 10	- -	196 13 2
	133,000 - -	135,198 10 3	2,998 14 11	5,197 5 2

Contributions on account of—	Estimated. £.	Realised. £.
Maintenance of Men in Naval Hospitals at expense of Greenwich Hospital.	8,000	7,852
Maintenance of Indian Patients in Yarmouth Hospital.	5,560	5,419
Maintenance of Men of Indian Troop Ships in Naval Hospitals, &c.	800	674
Maintenance of four ships in Indian Waters.	600	256
Maintenance of Floating Defences of Indian Harbours.	200	204
Additional Naval Force in Australasian Waters.	300	388
Supplies of Stores. Stoppages, Sale of unserviceable Stores, &c.	10,230	10,700
£.	25,690	25,493

	133,000 - -	2,998 14 11
Net Deficit - - - £.	2,198 10 3	2,198 10 3

Note.—On the 23rd June 1893 Her Majesty's Ship "Victoria" was lost with all stores on board.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Deficit: Caused by the overlapping of the periods for which outgoing and incoming officers were entitled to pay, by the temporary employment of a Surgeon at Yokohama, and by the appointment of an additional writer at Melville Hospital (Treasury letter, 18th September 1893); reduced by new appointments, at lower rates of pay, by vacancies remaining unfilled for a part of the year, and by a writer at Gibraltar having been provided with quarters instead of a money allowance.

B.—Deficit: Due to the employment of Civilian Nurses, in lieu of Sick Berth Staff not available (*see* Sub-head H. for corresponding saving, as these nurses receive a money allowance, instead of provisions in kind), to attend increased number of patients generally; also to increased pay granted to labourers; diminished slightly by occasional reductions in the number of nurses required at some of the establishments, *see* Correspondence, page 109.

C.—Surplus: Owing to the decrease in the value of the dollar at Hong Kong, where the men are paid in currency, and to variations in the numbers employed generally.

D.—Surplus: Diminished requirements generally.

E.—Surplus: Caused by the requirements for water at Yarmouth, Hong Kong, and Esquimalt having been less than expected; by the non-payment of the Sanitary Purposes Rate at Gibraltar within the year, and by a smaller charge for rent of land at Yokohama, reduced by an increased consumption of water at Malta.

F.—Deficit: Increased consumption at Haslar, Plymouth, and Halifax, but diminished requirements at Yarmouth and Gibraltar.

G.—Deficit: The contingent expenses at Esquimalt exceeded the average, but those of the other establishments fell short of the Estimate.

H.—Surplus: Owing to the requirements for provisions and medical stores having been less than anticipated, and to the employment of civilian nurses. (*See* Sub-head B.)

I.—Deficit: There was a large increase in the number of sick both at home and abroad.

J.—Surplus: The number of patients was less than anticipated.

K.—Deficit: Increased expenditure on Funerals and Miscellaneous Services. The Vote for 1894–95 was increased by 50*l.*

L.—Deficit: The contributions from Greenwich Hospital funds for maintenance of men in Naval Hospitals, and from India for Ships in Indian Waters, for maintenance of patients in Yarmouth Hospital, and for subsistence of men of Indian Troopships in Naval Hospitals, were not fully realised. On the other hand, there were increased receipts for supplies to other Departments of Government, &c., and for the maintenance of the Australasian Auxiliary Squadron, an amount due for 1894–95 having been paid during this year.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE 4.				
MARTIAL LAW:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Courts-Martial	1,400 – –	1,358 15 6	41 4 6	–
B.—Naval Prisons at Home	6,121 – –	5,180 7 4	940 12 8	–
C.—Naval Prisons Abroad	1,494 – –	1,447 19 –	46 1 –	–
D.—Conveyance of Prisoners, &c.	1,000 – –	989 19 11	10 – 1	–
E.—Subsistence of Prisoners, in Prisons Abroad	900 – –	741 5 10	158 14 2	–
£.	10,915 – –	9,718 7 7	1,196 12 5	—
			Realised	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
F.—Appropriations in Aid	15 – –	16 6 4	1 6 4	–
£.	10,900 – –	9,702 1 3	1,197 18 9	—
	9,702 1 3		—	
Net Surplus £.	1,197 18 9		1,197 18 9	
VOTE 5.				
EDUCATIONAL SERVICES:				
ROYAL NAVAL COLLEGE, GREENWICH:				
A.—Salaries, Wages, and Allowances	25,597 – –	25,241 16 9	355 3 3	–
B.—Contingencies	10,511 – –	10,503 15 8	7 4 4	–
C.—Training of Naval Cadets	21,811 – –	21,481 7 –	329 13 –	–
Carried forward £.	57,919 – –	57,226 19 5	692 – 7	–

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: Slight variation between actual requirements and the estimate, which was based on the average expenditure of previous years.

B.—Surplus: Vacancies for two assistant warders were not filled pending reconsideration of staff, and a smaller number of prisoners were maintained in Lewes and Bodmin Gaols than anticipated.

C.—Surplus: Due to slightly diminished requirements for clothing, and reduction in contingent charges.

D.—Surplus: Trifling variation between expenditure and estimate.

E.—Surplus: The expenditure, which is very fluctuating, fell short of the estimate, based on the average expenditure of previous years.

F.—Surplus: Fractional variation.

A.—Surplus: The average number of officers studying at the college during the year was slightly less than anticipated.

B.—Surplus: Slight differences between actual and estimated expenditure for stores, washing, and contingencies.

C.—Surplus:—Variations on the items of messing, miscellaneous expenses, and contingencies.

Accounts of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE **5**—*continued.* EDUCATIONAL SERVICES—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	57,919 – –	57,226 19 5	692 – 7	—
D.—Educational Staff, &c. for the Fleet - -	19,501 – –	17,032 13 4	2,468 6 8	- -
E.—Training School for Engineer Students -	11,359 – –	10,523 4 –	835 16 –	- -
F.—Boys in Her Majesty's Training Ships, Miscellaneous Expenses of.	4,585 – –	5,121 12 6	- -	536 12 6
G.—Expenses connected with Candidates for the Naval Medical Service.	450 – –	239 13 7	210 6 5	- -
H.—Examinations at, or under the Superintendence of, the Royal Naval College, Greenwich.	1,939 – –	1,926 3 11	12 16 1	- -
I.—Inspection of Naval, &c. Schools - -	1,001 – –	1,019 19 5	- -	18 19 5
DOCKYARD SCHOOLS AT HOME AND ABROAD:				
K.—Salaries, Wages, and Allowances - -	2,701 – –	2,695 2 4	5 17 8	- -
L.—Contingencies - - - - - - -	33 – –	28 16 2	4 3 10	- -
ROYAL MARINE BARRACK SCHOOLS:				
M.—Salaries, Wages, and Allowances - -	3,192 – –	3,103 9 7	88 10 5	- -
N.—Contingencies - - - - - -	217 – –	178 4 10	38 15 2	- -
O.—Contributions in Aid of Schools - -	900 – –	841 19 9	58 – 3	- -
£.	103,797 – –	99,937 18 10	4,414 13 1	555 11 11
			Realised	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
P.—Appropriations in Aid - - - - -	23,297 – –	24,752 8 3	1,455 8 3	- -
£.	80,500 – –	75,185 10 7	5,870 1 4	555 11 11
	75,185 10 7		555 11 11	
Net Surplus - - - £.	5,314 9 5		5,314 9 5	

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

D.—Surplus: Fewer Naval Instructors borne than anticipated, and the average rates of pay were less than those estimated. The expenditure for the instruction of naval officers afloat in modern languages fell short of the estimate; the Vote for 1894–95 was reduced by 404*l.*

E.—Surplus: Less required for messing and contingent charges.

F. – Deficit: Caused by the commissioning of H.M.S. "Minotaur" as a tender to H.M.S. "Boscawen," by a slight increase in the number of boys entered during the year, and by a special grant to H.M.S. "Caledonia" in aid of outfit. Treasury Letter, 22nd April 1893. *See* page 113.

G.—Surplus: Only one examination was held during the year.

H.—Surplus:
I.—Deficit:
} Slight variations in the items for travelling expenses.

K.—Surplus: Caused by vacancy for Head Master at Malta during part of the year, and by new appointment at Bermuda at a lower rate of pay; reduced by the appointment of additional junior assistant masters at Portsmouth and Chatham, and by the temporary employment of a shipwright to assist the master at Devonport.

L.—Surplus: Slight variations.

M.—Surplus: Fewer assistant schoolmasters required at Walmer, reduced by increased charge at Eastney, consequent on transfer of recruits.

N.—Surplus: Two pupil teachers from Chatham and Plymouth failed to qualify for entrance in a training college; the estimated contributions were, therefore, not required.

O.—Surplus: Grants not fully required.

P.—Surplus: The contributions by the guardians of naval cadets and the miscellaneous receipts exceeded the estimate, but there were diminished receipts on account of engineer students.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE 6.				
SCIENTIFIC SERVICES.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
ROYAL OBSERVATORY, GREENWICH:				
A.—Salaries, Wages, and Allowances	6,941 – –	6,823 14 11	117 5 1	– –
B.—Contingencies	1,545 – –	2,034 – 4	– –	489 – 4
OBSERVATORY AT THE CAPE OF GOOD HOPE:				
C.—Salaries, Wages, and Allowances	2,506 – –	2,281 5 6	224 14 6	– –
D.—Contingencies	1,464 – –	1,603 18 7	– –	139 18 7
DD.—Expenses in connection with the Photographic Mapping of the Heavens.	700 – –	624 9 7	75 10 5	– –
HYDROGRAPHICAL DEPARTMENT:				
E.—Salaries, Wages, and Allowances	12,749 – –	12,745 4 2	3 15 10	– –
F.—Expenses of preparing Charts	16,300 – –	16,909 17 1	– –	609 17 1
G.—Contingencies	1,400 – –	1,178 16 5	221 3 7	– –
COAST AND OTHER SURVEYS:				
H.—Extra Pay and Contingent Expenses	17,753 – –	16,941 11 –	811 9 –	– –
NAVAL MUSEUM, ROYAL NAVAL COLLEGE, GREENWICH:				
I.—Salaries, Wages, and Contingencies	647 – –	643 19 9	3 – 3	– –
COMPASS DEPARTMENT:				
K.—Salaries and Contingencies	1,650 – –	1,680 3 10	– –	30 3 10
Carried forward £.	63,655 – –	63,467 1 2	1,456 18 8	1,268 19 10

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: Caused by savings on new appointments, and on vacancy for assistant; reduced by slightly increased payments to computers.

B.—Deficit: Chiefly due to the payment during this year of the balance due for the new south-east dome (Treasury letter, 7 November 1893, *see* page 113), and to increased contingent charges; the Estimate for 1894–95 was increased by 50*l.*

C.—Surplus: Due to the abolition of the post of Junior Assistant, and to new appointments of Second Class Assistants at minimum rates of pay.

D.—Deficit: Mainly due to the temporary employment of additional computers, owing to the absence of certain members of the Staff through sickness (Treasury letter, 4 December 1893, *see* page 114).

DD.—Surplus: The amount re-voted for the photographic telescope at Greenwich was not required, as payment for this service was made in the previous year; on the other hand, there was an increased expenditure on photographic plates, owing to a larger number having been used in the exceptionally fine weather of 1893.

E.—Surplus: Caused by saving on new appointments of naval assistants and messengers at minimum rates of pay, reduced by employment of an additional writer and grant of increased allowance to a draughtsman.

F.—Deficit: Increased demand for charts for the Fleet and for sale to the public; the proceeds of the latter are credited to Sub-head O. of this Vote.

G.—Surplus: Less repairs to instruments required than usual.

H.—Surplus: Owing to H.M.S. "Rambler" not having been commissioned as anticipated, and to vacancies in the ranks of Surveyors.

I.—Surplus: Slight variations between expenditure and estimate.

K.—Deficit: Increased requirements for travelling expenses in connection with the adjustment of compasses of Her Majesty's Ships; reduced by slightly diminished contingent charges.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE 6—*continued.* SCIENTIFIC SERVICES—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward	63,655 – –	63,467 1 2	1,456 18 8	1,268 19 10
NAUTICAL ALMANAC:				
L.—Salaries and Contingencies	3,474 – –	3,461 19 6	12 – 6	-
CHRONOMETERS:				
M.—Salaries and Contingencies	2,914 – –	2,754 11 6	159 8 6	-
N.—Contributions in Aid of Scientific Institutions	550 – –	550 – –	-	-
£.	70,593 – –	70,233 12 2	1,628 7 8	1,268 19 10
			Realised	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
O.—Appropriations in Aid	11,293 – –	11,910 7 5	617 7 5	-
£.	59,300 – –	58,323 4 9	2,245 15 1	1,268 19 10
	58,323 4 9		1,268 19 10	
Net Surplus £.	976 15 3		976 15 3	
VOTE 7. ROYAL NAVAL RESERVES.				
A.—Royal Naval Reserve	168,754 – –	*174,699 14 7	-	5,945 14 7
B.—Reserve of Retired Officers, and Seamen and Marine Pensioners.	3,000 – –	3,676 6 10	-	676 6 10
C.—Royal Naval Artillery Volunteers	281 – –	666 3 2	-	385 3 2
£.	172,035 – –	179,042 4 7	-	7,007 4 7
			Realised	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
D.—Appropriations in Aid	35 – –	53 4 2	18 4 2	-
£.	172,000 – –	178,989 – 5	18 4 2	7,007 4 7
		172,000 – –		18 4 2
Net Deficit £.		6,989 – 5		6,989 – 5

* In addition to this amount the sum of 3,325*l.* has been paid out of Civil Service Votes for the Clerical Staff, &c., borne on the Board of Trade Establishment, and employed exclusively in duties in connection with the Royal Naval Reserve Force.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

L.—Surplus: Due to vacancy for a Second Class Assistant during part of the year; less increased expenditure for Contingencies.

M.—Surplus: The repairs to chronometers abroad were less than usual.

N.—

O —Surplus: The amount realised by the sale of Charts was greater than expected, but the contribution from the Dominion of Canada on account of the Survey of Anticosti Island, which was completed sooner than expected, and the miscellaneous receipts, fell short of the Estimate.

A.—Deficit: A greater number of men attended drill than was expected, consequently earning more pay, allowances, and retainers; therefore, the deduction for non-attendances, based on past experience (*see* Navy Estimates 1893-94, page 81), was excessive, and for the same reason the travelling expenses exceeded the Estimate. This deficit was, however, largely reduced in consequence of none of the new Corps of Firemen being enrolled till the 26th September 1893, and the number of firemen entitled to drill not reaching 1,000 up to the 31st March 1894, causing a considerable saving on the items for retainers, &c., and travelling expenses. As regards the Officers under training in Her Majesty's Ships, the expenditure is necessarily of a very fluctuating character, as officers are not obliged to drill in each year but are allowed to drill in advance and make good one year's arrears, and whether they perform seven or 28 days' drill depends upon their competency.

NUMBERS VOTED AND BORNE.—Comparative Statement for Year 1893-94.

Voted 1893-94.	BORNE.											
	1st July 1893.			1st October 1893.			1st January 1894.			1st April 1894.		
	Borne.	*More.*	Less.	Borne.	*More.*	Less.	Borne.	*More.*	Less.	Borne.	*More.*	Less.
24,010	23,424	—	586	23,244	—	766	23,900	—	110	24,030	*20*	—

The above numbers comprise the Officers of the Royal Naval Reserve, the Royal Naval Reserve Men of the 1st Class (Able Seamen), 2nd Class (Ordinary Seamen), 3rd Class (Boys), and Firemen.

B.—Deficit: The numbers having increased, the Estimate proved insufficient, and too large an abatement was made for non-attendances, &c.

C.—Deficit: This represents amounts which were included in the total of 5,526*l.* authorised to be paid during 1892-93 by Treasury Letter of 26th December 1892, No. 19,075 (*see* Correspondence, Navy Appropriation Account, 1892-93, page 118), but which could not be paid until this year owing to necessary correspondence with the various Volunteer Corps respecting their claims.

D.—Surplus: The amount of mulcts recovered from the men and retainers refunded on discharge exceeded the average.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE 8.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SHIPBUILDING, REPAIRS, MAINTENANCE, &c.:				
DOCKYARD WORK:				
Section I.—PERSONNEL.				
DOCKYARDS AT HOME.				
A.—Salaries and Allowances	161,945 – –	158,895 5 8	3,049 14 4	–
B.—Wages, &c. of Men, and Hire of Teams	1,396,045 – –	1,410,595 8 11	–	14,550 8 11
C.—Wages, &c. of Police Force	38,305 – –	38,018 5 5	286 14 7	–
D.—Contingencies	4,785 – –	5,484 16 10	–	699 16 10
NAVAL YARDS ABROAD.				
E.—Salaries and Allowances	52,827 – –	54,292 15 2	–	1,465 15 2
F.—Wages, &c. of Men, and Hire of Teams	160,235 – –	153,920 18 3	6,314 1 9	–
G.—Wages, &c. of Police Force	11,634 – –	10,972 17 8	661 2 4	–
H.—Contingencies	930 – –	1,099 14 5	–	169 14 5
£.	1,826,706 – –	1,833,280 2 4	10,311 13 –	16,885 15 4

Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
I.—Appropriations in Aid	29,706 – –	22,369 15 7	–	7,336 4 5
	1,797,000 – –	1,810,910 6 9	10,311 13 –	24,221 19 9

	Estimated.	Realised.
	£.	£.
Contribution on account of Her Majesty's Ships in Indian Waters.	14,600	6,240
Contribution towards Maintenance of Her Majesty's Troop Ships.	14,460	15,767
Water Supply, Jamaica, and other Receipts	646	363
£.	29,706	22,370

	1,797,000 – –	10,311 13 –
Net Deficit £.	13,910 6 9	13,910 6 9

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: Caused by vacancies for Inspectors of Shipwrights and for an Assistant Constructor remaining unfilled during part of the year, and by new appointments at lower rates of pay; reduced by increased changes at Chatham, through employment of additional Writers and Timekeeper, and of additional Foreman, temporarily, for repairs of Her Majesty's Ship "Howe"; also by grant of a gratuity to a Foreman for expediting the building of Her Majesty's Ship "Hood"; and payment of launching-fee to the Chief Constructor at Pembroke.

B.—Deficit: Due principally to the necessity for advancing, or completing, certain work on new ships and repairs before the end of the year, more especially the unexpected and extensive repairs which had to be effected in Her Majesty's Ship "Howe," after grounding off the Spanish coast, and to overtime on the "Howe," and on other works of an urgent character; also to the increased rates of pay granted to the unskilled labourers, which came into operation in October 1893. Treasury letters, 26th August and 26th September 1893, *see* Correspondence, page 109.

Number provided for.	Average Number Borne.
1893–94.	19,404
19,555	

C.—Surplus: Caused by the Police Force not having been maintained at full strength during the whole year.

D.—Deficit: The expenditure for travelling, in connection with inspection of work, exceeded the anticipated requirements.

E.—Deficit: Caused by the overlapping of the periods for which outgoing Officers and their successors were entitled to pay, by additional Timekeepers and Writers at Malta, Cape of Good Hope, Jamaica, and Trincomalie, and by the payment to Indian funds of the arrears of the contribution towards the salaries of Clerks at Bombay, for the period from 11th September 1891 to 31st March 1893, which had been delayed pending settlement of the amount; reduced by saving of Colonial Allowance while officers were on leave.

F.—Surplus: Due principally to the work of re-commissioning certain ships at Hong Kong not being taken in hand till near the end of the financial year, and to work at some of the other Yards not being carried out to the extent anticipated when the programme was framed.

G.—Surplus: Caused by the employment at Hong Kong of Marines in lieu of constables, by savings effected in the Force at Jamaica and Bermuda, and by gains by exchange at Trincomalie.

H.—Deficit: Due to increased charges for travelling in connection with inspection of work at Esquimalt; reduced by small savings on the contingent items at the other Yards.

I.—Deficit: The contribution on account of Her Majesty's Ships in Indian Waters and the amount realised for miscellaneous receipts, fell short of the estimate; but the contribution by the War Office towards the maintenance of Her Majesty's Troop Ships was larger than anticipated, as owing to the detention of Her Majesty's Ship "Himalaya" in the Mediterranean, in connection with Egypt re-inforcements, she did not complete her service until 20th May 1893, instead of the 24th April as anticipated.

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE 8—*continued.* DOCKYARD WORK—*continued.* SECTION II.—MATERIEL. NAVAL STORES.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Timber, Masts, Deals, &c.	136,800 – –	132,794 16 5	4,005 3 7	–
B.—Metals and Metal Articles	547,205 – –	587,870 3 8	–	40,665 3 8
C.—Coals for Yard purposes	57,000 – –	55,462 15 10	1,537 4 2	–
D.—Hemp, Canvas, &c.	105,000 – –	131,372 1 9	–	26,372 1 9
E.—Paint Materials, Oils, Pitch, Tar, Tallow, Boats, Furniture, and other Miscellaneous Articles.	395,000 – –	* 439,983 8 10	–	44,983 8 10
F.—Electrical, Torpedo, and other Apparatus	120,000 – –	92,383 16 5	27,616 3 7	–
G.—Coals for Steam Vessels	482,000 – –	† 468,077 2 9	13,922 17 3	–
H.—Freight	30,000 – –	32,927 8 2	–	2,927 8 2
I.—Rents, Water, &c., Dockyards at Home and Naval Yards Abroad.	9,510 – –	8,238 2 –	1,271 18 –	–
K.—Gas, &c., Dockyards at Home and Naval Yards Abroad.	10,485 – –	10,573 16 9	–	88 16 9
£.	1,893,000 – –	1,959,683 12 7	48,353 6 7	115,036 19 2

Deduct,—	Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
L.—Appropriations in Aid	237,000 – –	242,902 12 7	5,902 12 7	–
	1,656,000 – –	1,716,781 – –	54,255 19 2	115,036 19 2
		1,656,000 – –		54,255 19 2
Net Deficit £.		60,781 – –	£.	60,781 – –

	Estimated.	Realised.
	£.	£.
Contributions on account of—		
Her Majesty's Ships in Indian Waters	12,000	5,128
Floating Defences of Indian Harbours	5,200	5,291
Additional Force in Australasian Waters	16,100	20,828
Maintenance of Her Majesty's Troop Ships.	9,640	10,511
Repayments for Supplies, Sales of Ships, Old Stores, &c., and other Receipts.	194,060	201,145
£.	237,000	242,903

* *Note.*—Included in the above amount is the sum of 2*l.* 4*s.*, value of water kept in readiness at Rosslare, Wexford, for torpedo boats, but not required.

† *Note.*—This includes 193*l.* 4*s.* 9*d.*, for coal consumed in H.M.S. "Enchantress" when conveying the Lord Lieutenant of Ireland to the centres of the Sea Fishing Industry on the West Coast of Ireland in June and July 1893 (Treasury Letter, 24 October 1893, No. 14,664).

Note.—On the 23rd June 1893 H.M.S. "Victoria" was lost with all stores on board.

Note.—During the year cargoes of coal, estimated value 1,245*l.* 13*s.* 1*d.*, were lost through the sinking of colliers on voyage to Ferrol and Malta.

In these cases the undermentioned sums were recovered, viz. :—

	£.	s.	d.
S.S. "Cornhill"	729	6	4
S.S. "L. E. Charlwood"	339	9	7

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: Chiefly due to fall in prices.

B.—Deficit: The estimate was based on the assumption that 50,000 *l.* would be obtained from savings under the Naval Defence Act, *see* Navy Estimates for 1893–94, page 245. When this is allowed for, there is a saving of nearly 10,000*l.*, which is due to fall in prices. *See* Correspondence, page 110.

C.—Surplus: Due to fall in prices.

D.—Deficit: Additional supplies of canvas, coal sacks, &c., were required, and to the extent of 3,000*l.* in consequence of rise in prices. *See* Correspondence, page 110.

E.—Deficit: Increased requirements of paints, oils, leather, and other articles. *See* Correspondence, page 110.

F.—Surplus: Arrangements not sufficiently advanced to admit of some of the articles being obtained; also fall in prices.

G.—Surplus: Due to fall in prices.

H.—Deficit: Increased requirements of Her Majesty's Ships on Foreign Stations.

I.—Surplus: Less required for water, principally at Portsmouth, Devonport, and Malta, reduced by increased requirements at Chatham and Sheerness, owing, in the latter case, to the failure of the Dockyard well.

K.—Deficit: Increased consumption at Chatham and Portsmouth; reduced by decreased requirements at Devonport, Pembroke, and Hong Kong.

L.—Surplus: Arising from increase in receipts for supplies of Stores to other Departments of Government, &c., and percentage thereon; also sales of Ships, and from a portion of the contribution, on account of the Australasian Auxiliary Squadron, for 1894–95 having been paid during this year; reduced by diminished receipts from sales of old and unserviceable stores and per-centage on furniture; also the subsidy for Her Majesty's Ships in Indian Waters was not realised to the full extent estimated.

Note.—The values of the Stocks of Naval Stores, Coals, and Dockyard-made Machinery, at the beginning and end of the Financial Year, 1893–94, were as follows:—

	Naval Stores.	Dockyard-made Machinery.	Total.
	£.	£.	£.
Value of Stock on the 31st March 1893	2,509,838	58,015	2,567,853
Decrease on valuation at rates brought into force on 1st April 1893	7,637	1	7,638
Value on the 1st April 1893	2,502,201	58,014	2,560,215
Value on the 31st March 1894	2,402,698	49,794	2,452,492
Decrease* £.	99,503	8,220	107,723

Note.—This Stock is that purchased out of Vote 8, Section 2, and is exclusive of Transferable Gun Mountings and Auxiliary Machinery, (Vote 8, Section 3).

* For explanation, *see* page 60a.

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE 8—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
CONTRACT WORK.				
SECTION III.—CONTRACT WORK.				
A.—Propelling Machinery for Her Majesty's Ships and Vessels.	566,890 – –	* 574,752 12 2	– –	7,862 12 2
B.—Auxiliary Machinery for Her Majesty's Ships and Vessels.	35,485 – –	30,341 12 9	5,143 7 3	– –
C.—Hulls of Ships, &c., Building by Contract	262,694 – –	148,791 12 2	113,902 7 10	– –
D.—Purchase of Ships, Vessels, &c.	– – –	– – –	– –	– –
D.D.—Payments to the "Neptun" Salvage Company for raising H.M.S. "Howe."	– – –	† 35,000 – –	– –	35,000 – –
E.—Repairs and Alterations by Contract of Ships, &c., and their Machinery and Stores.	59,400 – –	50,972 – 3	8,427 19 9	– –
F.—Inspection of Contract Work	12,636 – –	17,548 7 6	– –	4,912 7 6
G.—Gun Mountings and Air Compressing Machinery.	256,459 – –	278,423 – 4	– –	21,964 – 4
H.—Machinery for Her Majesty's Shore Establishments at Home and Abroad.	32,500 – –	32,798 17 –	– –	298 17 –
I.—Royal Reserve of Merchant Cruisers	22,000 – –	21,972 – –	28 – –	– –
J.—Interest on Advances under Naval Defence Act, 1889.	57,536 – –	57,535 8 8	– 11 4	– –
£.	1,305,600 – –	1,248,135 10 10	127,502 6 2	70,037 17 –

	Estimated.	Realised.	Realised: More than Estimated.	Realised: Less than Estimated.
Deduct,—				
K.—Appropriations in Aid	39,600 – –	35,998 13 8	– –	3,601 6 4
£.	1,266,000 – –	1,212,136 17 2	127,502 6 2	73,639 3 4

Contribution on account of—	Estimated. £.	Realised. £.
Her Majesty's Ships in Indian Waters	15,200	6,496
Floating Defences of Indian Harbours	9,500	9,666
Additional Force in Australasian Waters	14,900	19,275
Miscellaneous Receipts	—	561
£.	39,600	35,998

	1,212,136 17 2	73,639 3 4	
Net Surplus £.	53,863 2 10	53,863 2 10	

* *Note.*—Included in this amount is a payment of 5,163*l.* 17*s.* 1*d.*, being a royalty on the "Belleville" Water Tube Boilers supplied to Her Majesty's Ships "Powerful" and "Terrible." Treasury Letter, 24th November 1894. No. 16,842.

† *Note.*—All other expenditure connected with this service has been charged to the ordinary Navy Votes.

Note.—On the 23rd June 1893, Her Majesty's Ship "Victoria" was lost with all stores on board.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes —*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Deficit: Due to more liabilities being brought over from 1892–93 than anticipated.

B.—Surplus: Due to certain of the expensive articles not being ordered in the year, as contemplated, chiefly capstan machinery, orders for which were held back pending decision as to design.

C.—Surplus: A large number of a totally new class of vessel was ordered, involving more difficulty in arranging preliminaries of work than were originally contemplated by the contractors. There were also delays and difficulties in completing trials and, in some cases, in getting materials, owing to prolonged strikes.

D.—

D.D.—Deficit: *See* Correspondence, page 109, and Navy Appropriation Account for 1892–93, page 120.

E.—Surplus: Repairs not so heavy as anticipated.

F.—Deficit: Mainly due to the following causes:—
(1) The great delay in the delivery of the Torpedo Boats, &c., and the placing of orders for a large number of Torpedo Boat Destroyers during the year, not anticipated when the Estimate was framed, involved the appointment of Visiting Inspectors and additional Overseers.
(2) The necessity for further assistance in the Inspection of Steel, &c., arising from th demands for Ships included in the Further Programme.

G.—Deficit: Owing to the following services:—
(1) Balance (10,000*l.*) on hydraulic machinery of H.M.S. "Repulse" having matured for payment this year instead of in 1894–95, as anticipated.
(2) Transfers of gun mountings to Contract Ships (to meet pressing requirements) from Dockyard Ships of the Naval Defence Act, involving additional charges against this Sub-head in 1893–94.
(3) Greater progress made on work than anticipated when the Estimates were framed.

H.—Deficit: Due principally to payments on cranes, &c., for Corradino at Malta, for which no provision was made.

I.—Surplus: Slight variation between expenditure and estimate.

J.—Surplus: Fractional difference.

K.—Deficit The contribution for Her Majesty's Ships in Indian Waters was not realised to the extent estimated; on the other hand, a portion of the contribution from the Australasian Colonies relating to 1894–95 was paid this year, and there were unexpected miscellaneous receipts.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANTS.			EXPENDITURE.			TOTAL EXPENDITURE, COMPARED WITH TOTAL GRANT. (Difference between Columns 3 and 6.)	
	Normal Services.	Dockyard Vessels (Naval Defence Act), Sect. I., 3 (c).	TOTAL.	Normal Services.	Dockyard Vessels (Naval Defence Act), Sect. I., 3 (c).	TOTAL.	Less than Granted.	More than Granted.
	1.	2.	3.	4.	5.	6.		
VOTE 9.								
NAVAL ARMAMENTS.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
NAVAL ORDNANCE, &c., ESTABLISHMENTS AT HOME AND ABROAD:								
.—Salaries and Allowances	17,701 – –	– –	17,701 – –	17,228 16 4	– –	17,228 16 4	472 3 8	– –
.—Wages of Artificers, &c.	80,168 – –	– –	80,168 – –	78,404 11 5	952 5 6	79,356 16 11	811 3 1	– –
.—Wages of Crews of Naval Ordnance Vessels.	9,961 – –	– –	9,961 – –	9,847 4 10	– –	9,847 4 10	113 15 2	– –
.—Wages, &c. of Police Force	11,989 – –	– –	11,989 – –	11,728 10 11	– –	11,728 10 11	260 9 1	– –
—Medical Attendance, Gas, Rents, Water, and Contingencies.	2,530 – –	– –	2,530 – –	3,227 11 –	– –	3,227 11 –	– –	697 11 –
—Guns	178,400 – –	213,000 – –	391,400 – –	217,348 16 11	149,478 4 4	366,827 1 3	24,572 18 9	– –
—Projectiles and Ammunition	327,200 – –	178,850 – –	506,050 – –	275,826 6 7	128,559 14 11	404,386 1 6	101,663 18 6	– –
.—Torpedoes and Gun Cotton	77,250 – –	23,400 – –	100,650 – –	78,757 12 7	33,558 7 9	112,316 – 4	– –	11,666 – 4
—Small Arms and Miscellaneous	99,001 – –	42,750 – –	141,751 – –	126,363 2 10	90,073 9 10	216,436 12 8	– –	74,685 12 8
—Inspection, &c.	80,000 – –	– –	80,000 – –	70,065 15 5	– –	70,065 15 5	9,934 4 7	– –
—Freight and Incidental Charges	23,000 – –	– –	23,000 – –	*24,940 19 –	– –	24,940 19 –	– –	1,940 19 –
£.	907,200 – –	458,000 – –	1,365,200 – –	913,739 7 10	402,622 2 4	1,316,361 10 2	137,828 12 10	88,990 3 –
							Realised	
Deduct,—	Estimated.			Realised.			More than Estimated.	Less than Estimated.
.—Appropriations in Aid	50,000 – –	– –	50,000 – –	40,411 4 2	– –	40,411 4 2	– –	9,588 15 10
	857,200 – –	458,000 – –	1,315,200 – –	873,328 3 8	402,622 2 4	1,275,950 6 –	137,828 12 10	98,578 18 10

Contribution on account of—	Estimated. £.	Realised. £.
Her Majesty's Ships in Indian Waters.	13,600	5,812
Floating Defences of Indian Harbours.	1,700	1,730
Additional Naval Force in Australasian Waters.	2,900	3,751
Cost of Police at Bull Point (War Department).	623	623
Sale of Old Stores and Miscellaneous Receipts.	31,177	28,495
£.	50,000	40,411

	1,275,950 6 –	
		98,578 18 10
Net Surplus £.	39,249 14 –	
		39,249 14 –

Note.—On the 23rd June 1893 Her Majesty's Ship "Victoria" was lost with all stores on board.

*Note.**—Included in this amount is the sum of 3*l.* 14*s.* 6*d.* for hire of barge sent to Gravesend for gun cotton but returned empty, ship going by without putting it out.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

SURPLUS.		DEFICIT.		EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.
Normal Services.	Dockyard Vessels (Naval Defence Act), Sect. I., 3 (c).	Normal Services.	Dockyard Vessels (Naval Defence Act), Sect. I., 3 (c).	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	
472 3 8	- -	- -	- -	A. Surplus.—Pay of Inspectors of Warlike Stores at Portsmouth and Devonport not brought to account, pending consideration of the appointments by the Committee on Naval Warlike Stores, and Civil and House Allowances to Inspector at Sydney not paid between April and August 1893; reduced by payment during this year of pay of Gunner at Bombay for a preceding year. *See* Explanation of Sub-Head E.
1,763 8 7	- -	- -	952 5 6	B. *Normal.* Surplus.—Due chiefly to varying requirements at Torpedo Depôts at Home and Abroad; reduced by grant of increased pay to Labourers from 1st October 1893.
				Dockyard. Deficit.—This deficit is only apparent. No special provision was made under this Sub-Head, but the money is available from savings in previous years on the Naval Defence Fund to meet the expenditure.
113 15 2	- -	- -	- -	C. Surplus.—Due to a reduction in the number of workmen at Woolwich, and to casual variations at the other establishments.
260 9 1	- -	- -	- -	D. Surplus.—Caused by over-estimate of contribution payable to the War Department towards the cost of Police at Woolwich; reduced by requirements for Gas and Stores, for which no provision was made, and by variations in the numbers employed generally.
- -	- -	697 11 -	- -	E. Deficit.—Due to more Medical Attendance having been required for the workmen (transferred from the War Office) and their families than expected; to payment during this year of rent for storage of Naval Ordnance Stores at Aden and Bombay during two preceding years, the final settlement of the terms of payment having only been arrived at during this year, and to travelling expenses of Engineer Officers at Torpedo Depôts, for which no provision was made; reduced by diminished requirements for Gas and Water generally.
- -	63,521 15 8	38,948 16 11	- -	F. *Normal.* Deficit.—Due to increased expenditure in Ordnance Factories, principally owing to the transfer during manufacture of 6″ Quick-Firing Guns from Dockyard Ships of Naval Defence Act to "Normal Services."
				Dockyard. Surplus.—Due to short expenditure in Ordnance Factories, owing to the transfer of 6″ Quick-Firing Guns from Dockyard Ships of Naval Defence Act to "Normal Services" during manufacture in Ordnance Factories, and also to progress on other Guns not being so much as anticipated.
51,373 13 5	50,290 5 1	- -	- -	G. *Normal.* Surplus.—Due chiefly to difficulties experienced by manufacturers in producing certain Shells and Fuzes of new patterns, and also to rejections of prismatic Powder, &c.
				Dockyard. Surplus.—Due chiefly to difficulties experienced by manufacturers in producing certain Shells, Quick-Firing Cartridge Cases, Fuzes, &c., of new patterns.
- -	- -	1,507 19 7	10,158 7 9	H. *Normal.* Deficit.—Due to expenditure in the Ordnance Factories being slightly more than anticipated.
				Dockyard. Deficit.—This deficit is only apparent. The increased expenditure in this year is met out of savings in Naval Defence Fund from previous years.
- -	- -	27,362 2 10	47,323 9 10	I. *Normal.* Deficit.—Chiefly due to increased expenditure in Ordnance Factories on the manufacture and repair of brass and other Cases to enable the reserve Ammunition to be sent out to Foreign Depôts filled instead of empty.
				Dockyard. Deficit.—This deficit is only apparent. The increased expenditure in this year is met out of savings in Naval Defence Fund from previous years.
9,934 4 7	- -	- -	- -	K. Surplus.—Chiefly due to the War Office charges on account of the inspection of Naval Warlike Stores being less than anticipated.
- -	- -	1,940 19 -	- -	L. Deficit.—The expenditure, which is for freight of Naval Warlike Stores to and from all Stations at Home and Abroad, corresponds to the estimate as near as is practicable.
83,917 14 6	113,812 - 9	70,457 2 4	58,434 3 1	
- -	- -	9,588 15 10	- -	M. Deficit.—The contribution for Her Majesty's Ships in Indian Waters and the receipt from sale of unserviceable Stores fell short of the estimate, but there was an increased receipt on account of the Australasian Auxiliary Squadron, a portion of the amount due for 1894-95 having been paid during this year.
83,917 14 6	113,812 - 9	80,045 18 2	58,434 3 1	
£. 177,729 15 3		£. 138,480 1 3		

£. 138,480 1 3

Net Surplus £. 39,249 14 -

Note.—By letter dated 27th March 1894, No. 3718, the Treasury sanctioned the issue of additional orders for Naval Warlike Stores to the value of 12,000 *l.*, to prevent a discharge of workmen from the Ordnance Factories. *See* Correspondence, page 115.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE **10.**				
WORKS, BUILDINGS, AND REPAIRS AT HOME AND ABROAD:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries and Allowances of Superintending Officers and others - - - - -	24,000 - -	23,601 5 8	398 14 4	- -
PART I.				
NEW WORKS, ADDITIONS, AND ALTERATIONS, AMOUNTING TO £. 1,000 EACH AND UPWARDS:				
B.—Dockyards at Home - - - -	106,025 - -	126,656 10 3	- -	20,631 10 3
£. s. d.				
Gross Expenditure - - - 130,603 18 5				
Less: Transfers of Arisings from other Works Services - - 3,947 8 2				
C.—Dockyards Abroad - - - - -	16,140 - -	* 19,534 14 -	- -	3,394 14 -
£. s. d.				
Gross Expenditure - - - 20,280 13 11				
Less: Transfer of Arisings from other Works Services - - 745 19 11				
D.—Victualling Yards - - - - -	- - -	- - -	- -	- -
E.—Naval Barracks - - - - - -	6,000 - -	637 9 9	5,362 10 3	- -
F.—Marine Barracks - - - - -	5,500 - -	6,650 3 9	- -	1,150 3 9
F.F.—Prisons - - - - - -	2,500 - -	162 12 7	2,337 7 5	- -
G.—Hospitals and Infirmaries - - -	3,100 - -	2,806 17 5	293 2 7	-
H.—Coast Guard Stations and Royal Naval Reserve Batteries.	13,040 - -	9,138 - 2	3,901 19 10	- -
H.H.—Observatories - - - - -	3,450 - -	2,199 3 3	1,250 16 9	- -
I.—Naval Armaments - - - - -	5,000 - -	3,293 14 2	1,706 5 10	- -
I.I.—Storehouses and Works constructed by War Department and Admiralty for Naval Ordnance Stores.	9,950 - -	9,242 14 3	707 5 9	- -
Carried forward - - - £.	194,705 - -	203,923 5 3	15,958 2 9	25,176 8 -

* *Note.*—Sub-Head C. Surplus stores, tools, and plant (valued at 15,242*l.* 12*s.* 3*d.*) remaining on the completion of the Extension Works at Malta Yard, have been transferred to the "Repairs and Maintenance" Service, without money charge (Treasury Letter, 16 June 1894, No. 9,011).

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: The temporary superintendence required during the year was less than anticipated.

B.—Deficit: For detail, *see* Appendix, page 78.

C.—Deficit: For detail, *see* Appendix, page 80.

D.—

E.—Surplus: For detail, *see* Appendix, page 82.

F.—Deficit: For detail, *see* Appendix, page 82.

F.F.—Surplus: For detail, *see* Appendix, page 82.

G.—Surplus: For detail, *see* Appendix, page 82.

H.—Surplus: For detail, *see* Appendix, page 82.

H.H.—Surplus: For detail, *see* Appendix, page 84.

I.—Surplus: For detail, *see* Appendix, page 84.

I.I.—Surplus: For detail, *see* Appendix, page 84.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE **10**—*continued.*				
WORKS, BUILDINGS, AND REPAIRS AT HOME AND ABROAD—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
NEW WORKS, ADDITIONS, AND ALTERATIONS—*cont^d.*				
Brought forward - - -	194,705 - -	203,923 5 3	15,958 2 9	25,176 8 -
PART II.				
K.—Minor New Works, Additions and Alterations, under 1,000 *l.* each, at Home and Abroad.	66,994 - -	64,472 17 7	2,521 2 5	- -
PART III.				
L.—Ordinary Repairs and Maintenance at Home and Abroad, and Stores for General Purposes.	115,605 - -	117,577 10 11	- -	1,972 10 11
M.—Interest on Branch Railways into Naval Yards and Maintenance.	1,510 - -	1,379 19 1	130 - 11	- -
M.M.—Redemption of Rent Charges on Branch Railways into Her Majesty's Dockyards.	4,396 - -	4,395 19 -	- 1 -	- -
N.—Pay of Seamen and Marines employed on Works Abroad.	3,235 - -	3,045 8 7	189 11 5	- -
O.—Compensations and other unforeseen Claims	500 - -	*58 15 9	441 4 3	- -
P.—Grants in Aid of Works - - - -	2,055 - -	2,297 1 4	- -	242 1 4
£.	389,000 - -	397,150 17 6	19,240 2 9	27,391 - 3
			Realised.	
Deduct,—	Estimated.	Realised.	More than Estimated.	Less than Estimated.
X.—Appropriations in Aid - - - -	9,000 - -	5,958 17 10	- -	3,041 2 2
	380,000 - -	391,191 19 8	19,240 2 9	30,432 2 5
		380,000 - -		19,240 2 9
NET DEFICIT - - - £.		11,191 19 8		11,191 19 8

* *Note.*—Includes a sum of 19*l.* 10*s.* 9*d.* paid to contractors as compensation for cancellation of contract for building a Boat House at Lydden Spout.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

K.—Surplus: For detail, *see* Appendix, page 86.

L.—Deficit: For detail, *see* Appendix, page 88.

M.—Surplus: For detail, *see* Appendix, page 88

MM.—Surplus: *See* Appendix, page 90.

N.—Surplus: For detail, *see* Appendix, page 90.

O.—Surplus: *See* Appendix, page 90.

P.—Deficit: For detail, *see* Appendix, page 90.

X.—Deficit: For detail, *see* Appendix, page 90.

	£.
Total value of Stocks of Stores belonging to Vote 10, in hand on 1st April 1893	50,560
Ditto ditto ditto 1894	46,730
Reduction	£. 3,830

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE **11.** MISCELLANEOUS EFFECTIVE SERVICES.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Passage Money and Conveyance of Officers, Seamen, Marines, &c.	92,000 – –	*101,515 13 9	– – –	9,515 13 9
B.—Commanders-in-Chief, Expenses attendant on -	3,900 – –	3,688 12 6	211 7 6	– – –
C.—Piloting and Towing Her Majesty's Ships -	15,000 – –	12,033 2 11	2,966 17 1	– – –
D.—Telegraphic Communications - - - -	8,000 – –	8,921 13 10	– – –	921 13 10
E.—Lodging Allowances, &c., to Officers, &c., of Her Majesty's Ships.	8,000 – –	8,528 10 8	– – –	528 10 8
F.—Allowances for Stationery, &c., for Her Majesty's Ships.	3,400 – –	3,445 2 11	– – –	45 2 11
G.—Compensation for Damage done by Her Majesty's Ships.	2,000 – –	8,612 3 7	– – –	6,612 3 7
H.—Compensation to Officers, &c., for Losses by Shipwreck, or other Casualty of the Service.	700 – –	7,557 3 1	– – –	6,857 3 1
I.—Assistance rendered to Her Majesty's Ships when in Distress.	500 – –	46 – –	454 – –	– – –
J.—Gratuities for Special Services, &c. - - -	1,000 – –	2,977 8 10	– – –	1,977 8 10
K.—Expense of Committees - - - - - -	2,500 – –	2,684 12 7	– – –	184 12 7
L.—Naval Attachés to British Embassies Abroad -	2,200 – –	1,909 14 2	290 5 10	– – –
M.—Lighthouses, Lightships, Beacons, Coast Semaphores, &c.	3,392 – –	2,167 15 11	1,224 4 1	– – –
Carried forward - - - £.	142,592 – –	164,087 14 9	5,146 14 6	26,642 9 3

*Note.**—Including the sum of 59*l.* 10*s.* paid to owners of S.S. "Lismore Castle," as compensation for 17 Petty Officers and men short embarked.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued*.

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Deficit: Owing to the following special conveyances by steam packet, viz., Drafts for the Australian Station and remainder of new crews for the same station not taken in H.M.S. "Crescent;" reinforcements for Bathurst and drafts for the Cape. There was also an increase in the charge for individual passages; in the cost of conveying reliefs overland to and from the Pacific, owing to a greater use of this route, and the requirements for travelling by rail, generally, were more than anticipated. *See* Correspondence, page 110.

B.—Surplus: Variations in the amounts required for stores, repairs, and contingencies.

C.—Surplus: The disbursements on account of Her Majesty's Ships passing through the Suez Canal proved less than expected.

D.—Deficit: Due to unexpected payments in connection with the French Blockade of the Siamese Coast and the punitive expeditions on the African Coast; also to an increase of expenditure generally. The Estimate for 1894–95 was increased by 500 *l*.

E.—Deficit: Progressive increase of expenditure arising from the housing of officers and men on shore while their ships were undergoing repairs at places abroad. The Estimate for 1894–95 was increased by 1,200 *l*.

F.—Deficit: Slightly increased expenditure.

G.—Deficit: *See* Correspondence, pages 109 and 131 to 134.

H.—Deficit: Payments of compensation for losses in connection with Her Majesty's Ships "Howe" and "Victoria." (*See* Correspondence, page 109.)

I.—Surplus: The expenditure for this service is necessarily of an uncertain character, and the amount estimated proved to be not required to the extent anticipated.

J.—Deficit: Amount provided proved insufficient to meet the requirements of the year. (*See* Correspondence, pages 109, 131, and 134.)
(*N.B.*—For detailed statement of payments under this Sub-head, *see* Appendix, page 92.)

K.—Deficit: More Committees appointed than anticipated.

L.—Surplus: Travelling expenses and subsistence allowances not so great as anticipated.

M.—Surplus: The new light at Portland was not completed within the year, and the amount expended on the new beacon at Sheerness was not so great as anticipated. Further, the claim for maintenance of a Floating Light Vessel at the Warner was not preferred by the Board of Trade till the following year, 1894–95.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE **11**—*continued.* MISCELLANEOUS EFFECTIVE SERVICES—*continued.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	142,592 – –	164,087 14 9	5,146 14 6	26,642 9 3
N.—Medals for Officers, Seamen, and Marines -	400 – –	258 2 9	141 17 3	- -
O.—Percentage to Banks, &c. - - - - -	1,500 – –	1,347 4 8	152 15 4	- -
P.—Loss by Exchange and Discount on Bills drawn by Naval Accountants, &c.*	1,000 – –	4,177 12 3	- -	3,177 12 3
Q.—Advertisements, Expenses of Exhibiting Admiralty Patterns, Stamps on Contracts, &c.	2,400 – –	2,665 19 6	- -	265 19 6
R.—Rents of Property unconnected with Naval Establishments.	900 – –	900 8 2	- -	– 8 2
S.—Water Police - - - - - - - -	5,045 – –	5,079 2 –	- -	34 2 –
T.—Contributions in Aid of Religious, Charitable, and other Institutions.	1,300 – –	859 13 –	440 7 –	- -
U.—Allowances to Ministers of Religion, &c. - -	3,900 – –	4,469 14 5	- -	569 14 5
W.—Cost of Three Vessels for service on Lake Nyassa and the Shiré River, including Freight, Armament, &c.	- -	5,563 3 2	- -	5,563 3 2
Z.—Miscellaneous Payments and Allowances - -	10,328 – –	9,874 8 8	953 11 4	- -
£.	169,365 – –	198,783 3 4	6,835 5 5	36,253 8 9

Deduct,—	Estimated.	Realised.	Realised More than Estimated.	Realised Less than Estimated.
ZZ.—Appropriations in Aid - - - - -	9,265 – –	9,280 6 7	15 6 7	- -
	160,100 – –	189,502 16 9	6,850 12 –	36,253 8 9
		160,100 – –		6,850 12 –
Net Deficit - - - £.		29,402 16 9		29,402 16 9

	Estimated.	Realised.
Contribution on account of—	£.	£.
Additional Naval Force in Australasian Waters.	3,700	4,785
Her Majesty's Ships in Indian Waters - -	2,900	1,238
Floating Defences of Indian Harbours - -	600	611
Recoveries from Officers for Conveyance, Messing, and Stamps on Commission; Dues, &c., Island of Ascension, and Miscellaneous receipts.	2,065	2,646
£.	9,265	9,280

* The total net gain on raising money for the various Treasury Chests abroad in the year 1893–94 amounted to 9,213 *l.* 13 *s.* 3 *d.*, and it is estimated that the proportion of this sum which arose from the provision of funds for Naval Services from the several Chests amounted to 2,588 *l.* 7 *s.* – *d.*

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

N.—Surplus: Owing to the fluctuation in the price of silver, reduced by the issue of a large number of duplicate medals to the survivors of H.M.S. "Victoria."

O.—Surplus: Variations in the number and amount of cash transactions.

P.—Deficit: Heavy fall in price of silver during the year and consequent adjustment of the fixed rate of issue, resulting in a heavy loss on re valuation of coins in hand at the commencement of each quarter; increased price paid for rupees for vessels on the Shiré River, and great fluctuation of exchange on the south-east coast of America.

Q.—Deficit: The actual requirements proved greater than expected.

R.—Deficit: Fractional difference.

S.—Deficit: Special Allowance of 1*s.* a day paid to two constables at Portsmouth for driving a steam-launch, for which no provision was made in the Estimates.

T.—Surplus: Less granted during the year than estimated.

U.—Deficit: The capitation grants earned during the year were more numerous, and heavier in amount, than anticipated. The Estimate for 1894–95 was increased by 600*l.*

W.—Deficit: *See* Correspondence, pages 140 to 143, Navy Appropriation Account, 1892–93.

Z.—Surplus: For statement of expenditure under this Sub-Head, *see* Appendix, page 93.

ZZ.—Surplus: The contribution on account of Ships in Indian Waters was not fully realised, but part of the contribution from the Australasian Colonies relating to 1894–95 was paid during this year, and there were increased receipts from Officers and others for conveyance, messing, &c. There was also a receipt from the Dominion Government of Canada for the maintenance of a detachment of Royal Marines at Esquimalt, not included in the Estimate for this Sub-Head.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE **12.** ADMIRALTY OFFICE:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Salaries and Allowances	208,859 – –	204,788 11 9	4,070 8 3	– –
B.—Pay of Copyists, Boy Clerks, Shorthand Writers, &c.	7,500 – –	8,787 4 4	– –	1,287 4 4
C.—Salaries and Wages of Office-keepers, Messengers, &c.	11,222 – –	11,617 – –	– –	395 – –
D.—Commission to Admiralty Shipping Agents.	1,150 – –	979 17 11	170 2 1	– –
E.—Travelling Expenses, &c.	7,500 – –	7,881 13 11	– –	381 13 11
F.—Contingencies, &c.	3,289 – –	3,528 2 –	– –	239 2 –
£.	239,520 – –	237,582 9 11	4,240 10 4	2,303 – 3

Deduct,—	Estimated.	Realised.	Realised More than Estimated.	Realised Less than Estimated.
G.—Appropriations in Aid	8,520 – –	8,520 19 –	– 19 –	– –
	Estimated.	Realised.		
	£.	£.		
Repayment by Indian Government on account of Work connected with Indian Troop Ships.	3,870	3,870		
Repayment by War Office on account of Army Transport Duties.	4,000	4,000		
Repayment out of funds of Greenwich Hospital on account of Greenwich Hospital business.	650	650		
Miscellaneous Receipts	– –	1		
£.	8,520	8,521		
	231,000 – –	229,061 10 11	4,241 9 4	2,303 – 3
	229,061 10 11		2,303 –	
Net Surplus £.	1,938 9 1		1,938 9 1	

VOTE **13.** HALF PAY, RESERVED AND RETIRED PAY:				
A.—Half Pay	69,308 – –	68,592 6 3	715 13 9	– –
B.—Reserved and Retired Pay	671,595 – –	*669,118 – 7	2,476 19 5	– –
C.—Commutation of Retired Pay	35,757 – –	35,757 3 6	– –	– 3 6
D.—Gratuities to Officers on Retirement	5,000 – –	3,975 – –	1,025 – –	– –
£.	781,660 – –	777,442 10 4	4,217 13 2	– 3 6

Deduct,—	Estimated.	Realised.	Realised More than Estimated.	Realised Less than Estimated.
E.—Appropriations in Aid	12,960 – –	11,440 12 10	– –	1,519 7 2
	Estimated.	Realised.		
	£.	£.		
Contribution on account of additional Naval Force in Australasian Waters.	4,500	5,822		
Contribution on account of Her Majesty's Ships in Indian Waters.	5,000	2,136		
Contribution on account of Floating Defences of Indian Harbours.	3,400	3,459		
Miscellaneous Receipts	60	23		
£.	12,960	11,440		
	768,700 – –	766,001 17 6	4,217 13 2	1,519 10 8
	766,001 17 6		1,519 10 8	
Net Surplus £.	2,698 2 6		2,698 2 6	

* Including 634*l.* 3*s.* paid to officers retired under the terms of Order in Council, 30th December 1884.

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: Caused by the substitution of second division for higher division clerks; by new appointments at lower rates of pay; by the abolition of the post of Assistant to the Director of Naval Ordnance; by temporary vacancies for second division clerks being filled by hired writers, and a vacancy for an established draughtsman during a portion of the year. On the other hand, the surplus was reduced by the promotion of second division clerks to the higher grade, the appointment of additional draughtsmen in the Controller's Department; also by a house allowance to the First Naval Lord while his residence was under repair, and a payment for inspection duty at the outports which was not provided for.

B.—Deficit: Employment of hired writers in lieu of second division clerks and first-class writers, and an additional shorthand writer. (Treasury Letter, 29 March 1894, *see* Correspondence, pp. 109 and 135.)

C.—Deficit: Caused by employment of additional messengers and charwomen in consequence of extension of buildings; by the completion of the award of duty pay posts and extra allowances (coaling, &c.).

D.—Surplus: Freight engaged through shipping agents less than anticipated.

E.—Deficit: Caused by the growing requirements for travelling for inspection of work in progress in the Dockyards and private ship-building establishments.

F.—Deficit: The requirements for small stores, carriage of forms, stationery, &c., and contingent expenses, were in excess of the estimate, which was based upon the average expenditure of previous years.

G.—Surplus: Fractional difference.

A.—Surplus: Fewer officers were placed on half-pay than estimated.

B.—Surplus: Arising from the saving consequent on deaths, &c., having been greater than anticipated.

C.—Deficit: Fractional difference.

D.—Surplus: The number of retirements and withdrawals was smaller than expected.

E.—Deficit: The contribution from India for Her Majesty's ships in Indian waters was less than expected, but, on the other hand, a portion of the contribution on account of the Australasian Auxiliary Squadron for the year 1894-95 was paid during this year.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.	
			Less than Granted.	More than Granted.
VOTE 14.				
NAVAL AND MARINE PENSIONS, GRATUITIES, AND COMPASSIONATE ALLOWANCES:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Pensions to Retired Naval Officers -	4,740 - -	4,739 9 2	- 10 10	- -
B.—Pensions to Engineers, Subordinate Officers, Warrant Officers, &c.	91,000 - -	93,057 10 10	- -	2,057 10 10
C.—Pensions and Gratuities to Seamen and Marines.	705,000 - -	719,579 4 8	- -	14,579 4 8
D.—Pensions for Good and Meritorious Services.	6,400 - -	6,426 17 5	- -	26 17 5
E.—Pensions for Conspicuous Bravery -	240 - -	228 16 1	11 3 11	- -
F.—Pensions and Gratuities for Wounds -	5,000 - -	4,661 15 7	338 4 5	- -
G.—Commutation of Naval Pensions -	3,744 - -	3,744 3 -	- -	- 3 -
£.	816,124 - -	832,437 16 9	349 19 2	16,663 15 11
H.—Pensions to Widows of Naval Officers -	125,500 - -	124,139 - 6	1,360 19 6	- -
I.—Pensions to Widows of Marine Officers	7,000 - -	7,620 9 -	- -	620 9 -
K.—Pensions or Gratuities to Widows and Relatives of Officers, Seamen, and Marines slain, &c.	12,200 - -	15,297 15 11	- -	3,097 15 11
L.—Compassionate Allowances to late Officers of the Royal Navy and Royal Marines.	600 - -	601 12 -	- -	1 12 -
M.—Compassionate Allowances - -	18,500 - -	16,530 12 1	1,969 7 11	- -
MM.—Special Gratuity to Lady Wiseman, Widow of the late Captain Sir W. Wiseman, Bart., R.N.	- -	360 - -	- -	360 - -
£.	163,800 - -	164,549 9 6	3,330 7 5	4,079 16 11
£.	979,924 - -	996,987 6 3	3,680 6 7	20,743 12 10

Deduct,—	Estimated.	Realised.	Realised: More than Estimated.	Realised: Less than Estimated.
N.—Appropriations in Aid - - -	23,524 - -	20,585 16 11	- -	2,938 3 1
	956,400 - -	976,401 9 4	3,680 6 7	23,681 15 11
		956,400 - -		3,680 6 7
Net Deficit - - - £.		20,001 9 4		20,001 9 4

	Estimated.	Realised.
	£.	£.
Contributions on account of—		
Her Majesty's Ships in Indian Waters.	9,700	4,146
Floating Defences of Indian Harbours.	5,100	5,189
Additional Naval Force in Australasian Waters.	8,600	11,126
Miscellaneous Receipts - - -	124	125
£.	23,524	20,586

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus : Fractional difference.

B.—Deficit : Excess of pensions granted over those ceased.

C.—Deficit : Owing to the contribution to Greenwich Hospital Funds for Age Pensions (8,000*l.*) having been sanctioned as a charge to this Sub head after the Vote was passed (*see* Correspondence, page 109), and to the large number of men who completed their time, and were discharged to pension. Further, the amount of pensions lapsing by death, &c., was less than anticipated.

D.—Deficit : Irregularity in presentation of claims for payment.

E.—Surplus : Two pensions fell in during the year.

F.—Surplus : Gratuities less than anticipated.

G.—Deficit :—Fractional difference.

H.—Surplus : Excess of pensions ceased over those granted.

I.—Deficit : Excess of pensions granted over those ceased.

K.—Deficit : Due to the foundering of Her Majesty's Ship "Victoria."

L.—Deficit :—Fractional difference.

M.—Surplus :—Fewer claims for assistance.

MM.—Deficit : Special Grant, Treasury letter, 31st July 1893, No. 11,420 (*see* Correspondence, page 135).

N.—Deficit : The contribution on account of Ships in Indian Waters was not realised, but there was an increased receipt of contribution from the Australasian Colonies, an amount due for 1894-95 having been paid during this year.

Account of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT. Less than Granted.	More than Granted.
VOTE 15.				
CIVIL PENSIONS AND GRATUITIES.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
A.—Superannuation Allowances to Civil Officers	112,500 - -	110,109 8 7	2,390 11 5	- -
B.—Superannuation Allowances to Artificers, &c.	156,000 - -	162,817 4 10	- -	6,817 4 10
C.—Civil Pensions and Allowances to Coast Guard.	33,000 - -	30,847 18 9	2,152 1 3	- -
D.—Special Gratuities and Allowances - -	300 - -	35 - -	265 - -	- -
E.—Contributions in Aid of Pension Funds -	7,460 - -	7,601 15 7	- -	141 15 7
F.—Commutation of Civil Pensions - - -	1,975 - -	1,975 - 6	- -	- - 6
G.—Special Pensions to Officers - - -	1,525 - -	1,524 15 -	- 5 -	- -
£.	312,760 - -	314,911 3 3	4,807 17 8	6,959 - 11

Deduct,—	Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
I.—Appropriations in Aid - - - - -	560 - -	485 19 2	- -	74 - 10
	312,200 - -	314,425 4 1	4,807 17 8	7,033 1 9

	Estimated.	Realised.
	£.	£.
Contributions on account of Pensions for Work on Indian Troop Service.	430	430
Miscellaneous Receipts - - - - -	130	56
£.	560	486

		312,200 - -		4,807 17 8
Net Deficit - - - £.		2,225 4 1		2,225 4 1

VOTE 16.				
EXTRA ESTIMATE FOR SERVICES IN CONNECTION WITH THE COLONIES.				
ADDITIONAL NAVAL FORCE FOR SERVICE IN AUSTRALASIAN WATERS:				
A.—Annuity under the Australasian Agreement	95,300 - -	95,342 16 -	- -	42 16 -
£.	95,300 - -	95,342 16 -	- -	

Deduct,—	Estimated.	Realised.	Realised. More than Estimated.	Realised. Less than Estimated.
B.—Appropriations in Aid - - - - -	35,000 - -	45,278 - -	10,278 - -	- -
Viz.:— £.				
Amount of Contributions by the Colonies - 126,000	60,300 - -	50,064 16 -	10,278 - -	42 16 -
Less.—Amounts credited to other Navy Votes - - - - - - - 91,000				
£. 35,000	50,064 16 -		42 16 -	
Net Surplus - - - £.	10,235 4 -		10,235 4 -	

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes--*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

A.—Surplus: Excess of pensions ceased over those granted, and irregularity in presentation of claims for payment.

B.—Deficit: Excess of pensions granted over those ceased. The increase in wages has necessarily resulted in larger pensions being given than formerly.

C.—Surplus: Excess of pensions ceased over those granted was greater than anticipated.

D.—Surplus:—Applications for assistance fewer than anticipated.

E.—Deficit: The average deficiency per man of the Police Superannuation Fund was greater than anticipated, and the number of men pensioned was slightly in excess of the Estimate. The contribution in aid of pensions to Registrars of Merchant Shipping, which varies with the amount of remuneration paid to the Registrars, and is dependent on the work performed, was also slightly in excess of the Estimate.

F.—Deficit. Fractional difference.

G.—Surplus: - - ditto.

I.—Deficit: Miscellaneous receipts less than anticipated.

A.—Deficit: The actual amount of the annuity was 95,342*l.* 16*s.*

B.—Surplus: Owing to the receipt during this year of an amount relating to the year 1894–95.

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

SERVICE.	GRANT.	EXPENDITURE.	EXPENDITURE, COMPARED WITH GRANT.		—
			Less than Granted.	More than Granted.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
BALANCES IRRECOVERABLE AND CLAIMS ABANDONED -	—	12,490 10 6	—	12,490 10 6	Deficit.*

DEFICIT.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
	CASH ITEMS.	£. s. d.	£. s. d.
22 April 1893 No. 6403.	Crews of guns, Her Majesty's Ship "Orlando" - - - - -	- 10 -	—
	Prizes for good shooting erroneously paid in May 1891, the men having failed to obtain the requisite number of hits. Taking into consideration the lapse of time since the payments were made, and the fact that the men were in no way responsible for the payments, they have not been called upon to refund. N.B.—A further sum of 10*s.* is included in amount of 45*l.* 18*s.* 9*d.* for balances of men at Marine Divisions. (*See* Navy Appropriation Account 1892–93, page 56.)		
28 Sept. 1893 No. 13,970.	A workman, Devonport Dockyard - - - - - - -	16 7 9	3 5 7
	Difference between the estimated (19*l.* 4*s.*) and the actual (38*l.* 17*s.* 4*d.*), cost of work done at Devonport Dockyard to one of the furnaces of Her Majesty's Ship "Retribution" at the request of the contractors who built the ship. Through the carelessness of the workman the work had to be done a second time. The man was punished by his pay being reduced, and the increased cost has been written off.		
20 Oct. 1893 No. 15,208.	Smith, A. W. H., deserted from United States Navy - - -	2 5 10	—
	Passage, New York to Bermuda. The man represented himself to the British Consul at New York as a seaman belonging to Her Majesty's Ship "Australia," who had lost his pass.		
20 Oct. 1893 No. 15,208.	Goffe, Walter C., late Stoker R.N. - - - - - - - -	- 9 -	—
	Mess on passage home in Her Majesty's Ship "Tamar." The man was discharged before recovery was effected.		
18 Dec. 1893 No. 18,038.	Cadogan, Susan (now Mrs. O. Moore), widow of Cadogan, late pensioner, No. 11,465.	—	50 11 9
	Payment of Naval Pension fraudulently obtained by the widow for some years after the pensioner's death. She was sentenced to six months' imprisonment with hard labour.		
1 Jan. 1894 No. 18,565.	Coleman, Mrs., widow of the late T. Coleman, leading seaman Her Majesty's Ship "Vivid."	- 7 6	—
	Excess funeral expenses. The widow being in receipt of parish relief, the amount has been written off.		
8 Feb. 1894 No. 1588.	Churchill, George, pensioner, late Coastguard - - - - - -	1 3 11	—
	Cost of conveyance of a child over 15 years of age from Donegal to Portsmouth. Churchill was discharged insane, and admitted into Yarmouth Hospital. The wife and children were sent to their home at Portsmouth. Under the Regulations children over 15 years of age are not entitled to free passes. As the man's naval pension is payable to Greenwich Hospital Funds towards the cost of his maintenance, there are no means of recovery.		
	Carried forward - - - £.	21 4 -	53 17 4

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	21 4 -	53 17 4
8 Feb. 1894 No. 1588.	Chammings, Frederick, late boy, 1st Class, Her Majesty's Ship "Leander." Advance made at Hong Kong Hospital Owing to the miscarriage of the boy's pay ticket, the advance was not charged against him on his discharge from the Service "invalided" without pension.	—	1 - -
8 Feb. 1894 No. 1588.	Shaw, W., Pensioner No. 12,869 - - -

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (°/₀₀ &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	53 16 5	1,067 2 4
28 Mar. 1894 No. 4203.	Taylor, Mr. J. W., Paymaster, Her Majesty's Ship "Amphion" - Erroneous payment to a man discharged with disgrace. The Regulations on the point of forfeiture of pay by dismissal with disgrace not being explicit, the Paymaster has been relieved of the charge, and steps have been taken to amend the Regulations.	1 10 8	—
4 April 1894 No. 4863.	Mrs. Galsworthy - - - - - - - - - - - - Amount issued inadvertently by way of pension, between November 1892 and October 1893, in the belief that she was the widow of a retired Fleet Paymaster (Mr. M. C. Galsworthy), and entitled to a widow's pension. The officer contracted a bigamous marriage, but there was no intention on the part of the lady to defraud, or knowledge that her marriage was illegal. Owing to these circumstances, and to the fact that only one pension was paid from the date of death of the Paymaster, it was decided to write off the amount.	47 - -	30 11 10
13 April 1894 No. 3515.	Andrews, George, Petty Officer, 1st Class, in charge of Naval Stores, Bombay. Balance of pay over-issued in 1890–91. No further recovery could be made from Andrews, as he had been invalided before the error was discovered, and the circumstances of the case did not justify any charge against the Paymaster. In future, whenever the appointment of an officer for special duty is announced to the Commander-in-Chief of a station, special instruction will be given as to his remuneration.	51 1 -	—
20 April 1894 No. 12,016.	The Board of Trade - - - - - - - - - - - Rents due from the Mercantile Marine Fund in respect of the storing at coastguard stations of life-saving apparatus during the period 1856 to 1892. In view of Treasury statement that the Admiralty must not expect a cash payment of this claim, but that the amount will be taken into consideration when next the yearly Grant-in-Aid to the Mercantile Marine Fund is revised, and that in no other way can the claim be satisfied, the amount has been written off.	—	3,188 4 8
21 April 1894 No. 5069.	Count Van Maasdam, late Netherlands Consul at Port Said, Egypt Sums due for rent, house tax, &c., in connection with lease of Dutch House, Port Said. Count Van Maasdam resigned his appointment, and went to live in Paris. Being outside the jurisdiction of the Dutch courts, the solicitor advised that to avoid further loss of time, trouble, and money, the amount be written off.	49 4 2	60 - -
23 April 1894 No. 6241.	Pike, James, Carpenter's Crew, Her Majesty's Ship "Vivid" - - Compensation to Pike's late master for loss of service as apprentice. Pike joined the Navy, in which he has been retained for the benefit of the Service, on the 18th July, his apprenticeship not expiring until 29th November. His master thereupon claimed 29*l.* 3*s.* compensation, and on the advice of the solicitor compensation was granted to the extent of the man's wages for the period, viz., 17*l.* 8*s.* 9*d.*	17 8 9	—
27 April 1894 No. 6381.	Rae, Mr. W. H., Staff Paymaster, Her Majesty's Ship "Immortalité." Balance of purchase money for discharge of A. Mackenzie, engine-room artificer. Twelve pounds only instead of 20*l.* was lodged for this man's discharge, and the error was not discovered until after his discharge. The Paymaster reports that the Regulations containing the new scale of payments for discharge by purchase had not reached the ship until after the receipt of the money.	—	8 - -
	Carried forward - - - £.	220 1 -	9,353 18 10

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	220 1 –	9,353 18 10
27 April 1894 No. 6331.	Judge, E., Private, R. M. L. I., Her Majesty's Ship, "Royal Sovereign." Overpayment of allowance of 3*d.* a day as signalman. The man having been actually employed on signal duties, although there was no vacancy in the Signal Staff, the overpayment has been allowed.	4 10 –	2 13 9
27 April 1894 No. 6381.	Owners of the s.s. "Louise" - - -

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	11,461 3 10	10,044 14 -
10 Aug. 1894 No. 11,827.	Tretheway, Mr. John, Gunner with the Indian Defence Squadron - Overpayment of Indian allowance. Payment of this allowance of 2*s.* a day to Warrant Officers is limited to those serving in vessels in commission. Through a defect in the regulations it was paid to Mr. Tretheway while serving in a torpedo boat in reserve, from 1st June to 31st December 1892. Under the circumstances the amount has been written off.	—	21 8 -
1 Oct. 1894 No. 14,615.	Burton, Mr. E. F. - - - - - - - - - - - - £. s. d. Rent due for land held under agreement at Haslar Gun Boat Yard - - - - - - - - - 6 16 4 *Less*— Amount remitted by his son - - - - - 2 10 - The tenant is quite destitute, and the solicitor recommends that the debt should be remitted as there is little prospect of getting any money by legal proceedings. An iron hut, tanks, &c., left by the tenant have been given up to the Admiralty.	—	4 6 4
2 Oct. 1894 No. 14,590.	Fortune, H., late stoker - - - - - - - - - - Pass—London, Portsmouth. This man was supplied with a pass from South Shields to Portsmouth, whence he was proceeding for final approval, but found on arrival in London he had lost his pass to Portsmouth, and was given another. He was however rejected by the officers of the "Victory," and therefore not borne for wages, leaving no opportunity of recovering the value of the pass.	- 6 3	—
2 Oct. 1894 No. 14,590.	Grafton, Lieutenant, E. H. - - - - - - - - - Loss of public money from Her Majesty's Ship "Porpoise." The money, in paper dollars, was for payment of hotel expenses of part of the crew while ashore off Kamschatka. Lieutenant Grafton explains that the notes were washed out of of his pocket while the boat was being hauled through the surf. The Vice Admiral, Commander-in-Chief on the station, states he is quite satisfied that any statement made by Lieutenant Grafton can be implicitly relied on.	3 6 8	—
2 Oct. 1894 No. 14,590.	Rinaldi, Andrew, late Her Majesty's Ship "Orlando" - - - Proportion of expenses of ship's corporal in effecting his apprehension as a deserter. The man having been discharged to the shore before the instruction for recovery had been received on board Her Majesty's Ship "Orlando," there are no means of recovering the debt.	- 4 -	—
2 Oct. 1894 No. 14,590.	Richards, F., late Hired Fitter, Bermuda Yard - - - - Allotments overpaid, September 1893. The notification of the man having been suspended by the captain in charge at Bermuda was not received in this department in time to stop the payment. As he was sent home without funds, and not allowed to re-enter the Service, there are no means of recovering the amount.	9 -	—
2 Oct. 1894 No. 14,590.	Hosken, Mr. A. E. B., Assistant Paymaster, Her Majesty's Ship "Caledonia." Three months' allotment of William Moorfoot, boy, 1st Class, overpaid. Mr. Hosken omitted to note the allotment on the transfer list which accompanied Moorfoot on discharge from "Caledonia" to "St. Vincent," 23rd October 1893, pleading as an excuse great pressure of work at the time. The boy has been invalided out of the Service, and there are no means of recovering the amount from him. Under the circumstances Mr. Hosken has been relieved of the charge.	- 18 -	—
	Carried forward - - - £.	11,474 18 9	10,070 8 4

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	11,474 18 9	10,070 8 4
2 Oct. 1894 No. 14,590.	Davis, Benjamin, late Chief Boatman, Amlwch Station, Holyhead Overpayment of travelling expenses. This man died in March 1894, and the balance of his wages was paid to his widow before the overpayment, which arose from a misinterpretation of the coast-guard instructions, was discovered.	- 4 -	—
2 Oct. 1894 No. 14,590.	Rogers, Bertie, late Seaman, Her Majesty's Ship "Melpomene" - Maintenance at St. Vincent and on passage to England. The expenses were incurred by Her Majesty's Consul at St. Vincent in providing for the relief and passage of Rogers, who stated he had been left behind at that port. He was however afterwards found to be a deserter, was sentenced to imprisonment, and ordered at the expiration of his sentence to be discharged from the Service as objectionable. There are therefore no means of recovering the amount.	5 19 10	—
	Balances against Men at the several Marine Divisions and at the Depôt, deceased, discharged, or run during the Year:		
	£. s. d.		
	Midsummer Quarter, 1893 - - - - 57 1 5		
	Michaelmas Quarter, 1893 - - - - 29 18 2		
24 Oct. 1894	Christmas Quarter, 1893 - - - - 59 1 3		
No. 15,592.	Lady Quarter, 1894 - - - - 82 1 5		
	228 2 3		
	Less amount of debts recovered by the War Office - - - 10		
		228 1 5	—
	Debts due from Seamen and Marines Afloat who have deserted or have been discharged from the Service during the Year:		
	£. s. d.		
5 July 1894 No. 10,142.	Quarter ended 31st March 1893 - - - 242 16 7		
22 Sept. 1894 No. 14,177.	Quarter ended 30th June 1893 - - - 197 9 2		
31 Oct. 1894 No. 15,992.	Quarter ended 30th September 1893 - - - 170 19 -		
10 Nov. 1894 No. 16,481.	Quarter ended 31st December 1893 - - - 170 1 9	781 6 6	—
	STORE ITEMS.		
3 Feb. 1894 No. 1588.	Langridge & Co., Messrs. H. - - - -

ACCOUNT of the Sums Expended, compared with the Sums Granted, for Navy Services, in the Year ended

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (°/₀, &c.), and not Charged against "Balances Irrecoverables."
		£. s. d.	£. s. d.
	Brought forward - - -	12,490 10 6	10,124 19 3
8 Feb. 1894 No. 1588.	Mowbray, Lieutenant, E. H., R.N. - - - - - - - - - Pair of binoculars lost from the chart house of Her Majesty's Ship "Tartar," October 1892. The loss occurred during the stay of the vessel at Montreal, when many visitors went on board.	—	2 12 -
8 Feb. 1894 No. 1588.	Allen, Charles, Boatswain, R.N. - - - - - - - - - Cordage lost through locker being broken open on board Her Majesty's Ship "Circe." The police were unable to discover the thief or trace the property. No blame could be attributed to the responsible officer.	—	- 2 5
8 Feb. 1894 No. 1588.	Hoar, Mr. J. J., Fleet Paymaster, R.N. - - - - - - - - Stores deficient in paymaster's accounts, Her Majesty's Ship "Audacious," April to September 1892. The total value of stores for which Mr. Hoar was responsible was 47*l.* 13*s.* 4*d.*, but in view of his ill-health and the incapacity of his ship's steward, from whom 9*l.* 9*s.* has been stopped, it has been decided to charge him with half the value only, and allow the remainder.	—	23 16 8
8 Feb. 1894 No. 1588.	Hoar, Mr. J. J., Fleet Paymaster, R.N. - - - - - - - - Stores deficient in paymaster's Accounts, Her Majesty's Ship Audacious," April to September 1892. This deficiency occurred after Mr. Hoar left the ship, but in the circumstances it was not considered that his assistant should be held pecuniarily responsible.	—	5 - 5
8 Feb. 1894 No. 1588.	Hunter, S. C., Ship's Steward's Assistant - - - - - - - Stores deficient in the "Elk," tender to "Audacious," during above period. In the circumstances half the value only has been charged.	—	3 16 10
8 Feb. 1894 No. 1588.	Atkins, W. M., Carpenter, R.N. (deceased) - - - - - - Stores deficient in Her Majesty's Ship "Tamar," December 1890 to September 1892. The officer being dead, the amount has been written off.	—	1 11 7
27 April 1894 No. 6381.	London, Chatham, and Dover Railway - - - - - - - - Table forks sent from Sheerness Yard to Sheffield for repair, lost in transit. The contractors to whom the parcel was consigned gave a clear receipt, and state that the contents did not appear to have been disturbed.	—	- 5 6
27 April 1894 No. 6381.	Hickson, Mr. E., Fleet Paymaster, Her Majesty's Ship "Agamemnon." Deficiency of port wine in Accounts ended 13 September 1892. The wine was stolen from the spirit room, the lock of which was tampered with. Enquiry failed to discover the culprit, and no blame is attributable to the officer in charge.	—	2 8 4
April 1894 No. 6381.	Cockcraft, Lieutenant M. - - - - - - - - - - Marine clothing, from Her Majesty's Ship "Alacrity," lost in transit from China to England. Lieutenant Cockcraft, the navigating officer of Her Majesty's Ship "Tyne," in which ship this clothing was shipped, who was responsible for the conveyance of these stores, has deserted, and his name has been removed from the List of the Royal Navy.	—	2 7 9
	Carried forward - - - £.	12,490 10 6	10,167 -

31 March 1894, showing the Surplus or Deficit upon each Sub-Head of the Votes—*continued.*

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	12,490 10 6	10,167 - 9
27 April 1894 No. 6381.	Gribbell, Mr. W. H., Fleet Paymaster, in charge of Victualling Stores at Coquimbo. Soap deficient on stock-taking at the depôt on 31st December 1892. This depôt is not on shore, but on board Her Majesty's Ship "Liffey," and as no ship is well adapted for use as a victualling depôt, the accounting officer is under great disadvantage in carrying on his duties. Under these circumstances this small amount has not been charged against him.	—	- 15 -
27 April 1894 No. 6381.	Royal Mail Steam Ship Company - - - - - - - - - Cask containing bolts and rivets short landed. As seven weeks elapsed before it was discovered that this cask was missing, it is considered that the company cannot be held responsible, and the value has been written off.	—	17 6 9
27 April 1894 No. 6381.	Russell, Mr. F. J., Gunner, R.N. - - - - - - - - - Stores deficient in Gunner's Account, Her Majesty's Ship "Emerald." Owing to a clerical error in the Store Office at Bermuda, it has not been found possible to fix the responsibility for the loss.	—	2 10 -
27 April 1894 No. 6381.	Pearce, Mr., late Admiralty Overseer, Clydebank - - - - Value of anchor lantern for Her Majesty's Ship "Ramillies," lost. This lantern was sent from Portsmouth Yard to Mr. Pearce for Her Majesty's Ship "Ramillies," and was handed over by him to the officers of that ship, but he omitted to take a receipt for it from the carpenter. The circumstances of the case, however, were such as to warrant his being relieved of the charge.	—	3 15 6
2 Oct. 1894 No. 14,590.	Hubbard, F., Gunner, R.N. - - - - - - - - - Gas checks, R.M.L., 9-in. Deficient on Gunner's Account, Her Majesty's Ship "Invincible," March 1893. These gas checks appear to have been expended by the ship, and omitted to be written off the gunner's charge. The gunner has been directed to exercise greater care in future.	—	12 18 -
2 Oct. 1894 No. 14,590.	Taylor, W. H., Gunner, R.N. - - - - - - - - - Naval ordnance stores deficient on paying off Her Majesty's Ship "Comus." Every endeavour has been made to satisfactorily clear up this matter, but without avail. Mr. Taylor states that they must have been lost or stolen in transit. This officer has been enjoined to exercise greater care in future.	—	2 17 8
2 Oct. 1894 No. 14,590.	Woodford, W. H., late Gunner, R.N. - - - - - - - - Deficiencies in consignment of stores to Her Majesty's Ships on the South East Coast of America Station. On account of the decease of Mr. Woodford.	—	19 7 4
2 Oct. 1894 No. 14,590.	Daintree, Lieutenant, R.N. - - - - - - - - - - Cartridges, ball, B.L.M.H., 800 in No., a receipt for which was not obtained by this officer. A receipt not having been obtained, the ammunition has not been able to be traced, but it is considered that it cannot have been lost. It has been probably taken on board the "Hibernia," instead of being brought back to England with the relieved crew.	—	2 10 8
2 Oct. 1894 No. 14,590.	Gunn, P. J., Gunner, R.N. - - - - - - - - - - Naval Ordnance Stores found to be deficient on paying off Her Majesty's Ship "Conquest." This ship was engaged in the "Witu Expedition," when large quantities of stores were landed for that service. It is considered probable that these stores were either expended or lost on that occasion, and no blame appears attributable to the accounting officer, Mr. Gunn.	—	15 11 1
	Carried forward - - - £.	12,490 10 6	10,244 12 9

Sums Expended, compared with the Sums Granted, for Navy Services, &c.—*continued.*

Deficit—*continued.*

Treasury Authority.		Amounts Abandoned and Charged against "Balances Irrecoverable."	Other Amounts Abandoned (%, &c.), and not Charged against "Balances Irrecoverable."
		£. s. d.	£. s. d.
	Brought forward - - -	12,490 10 6	10,244 12 9
2 Oct. 1894 No. 14,590.	Adams, F., Chief Gunner, R.N. (late of Her Majesty's Ship "Eagle.") Loss of a clump tangent sight, automatic A, found to be deficient at a survey of stores held 30th June 1892. Every endeavour to trace the missing clamp (which was probably worn, and not worth more than half the original value), has failed, and as Mr. Adams has since been retired from the Service, the claim has been abandoned.	—	3 18 -
2 Oct. 1894 No. 14,590.	Egyptian Government - - -

1893–94.

VOTE 8.—Section II.

EXPLANATION of the Differences in the Values of Stocks of Naval Stores, Coals, and Dockyard-made Machinery, at the beginning and end of the Financial Year 1893–94.

1893-94.

VOTE 8.—Section II. MATÉRIEL.

Explanation of the Differences in the Values of Stocks of Naval Stores, Coals, and Dockyard-made Machinery, at the beginning and end of the Financial Year.

	£.	£.	£.
ISSUES:			
Excess on Programme			44,479
Stock issued to Manufacturing Shop Plant Account			3,684
Stores lost in transit (including cargo of Coal, per "Cornhill," lost)			1,488
			49,651
RECEIPTS:		£.	
Articles found surplus on stocktaking		1,786	
Labour on Manufactures exceeded Estimate by		305	
Payments to Contractors exceeded Estimate by		13,775	
		15,866	
Deduct,—	£.		
Payments for Articles received in prior years or to be received in future years	22,918		
Additions expected to Stock without payment did not take place	8,000		
		30,918	15,052
Reduction of Stock due to Quantity			64,703
Reduction in valuation owing to alteration of prices during year		42,310	
Loss on Manufactures		710	
Reduction of Stock due to Prices			43,020
		£.	107,723

1893-94.

VOTE 8.—SECTION 3.

SUB-HEAD A.

PROPELLING AND OTHER MACHINERY for HER MAJESTY'S SHIPS and VESSELS. Comparison of Expenditure with Estimate, with Explanations.

SUB-HEAD B.

AUXILIARY MACHINERY for HER MAJESTY'S SHIPS and VESSELS. Comparison of Expenditure with Estimate, with Explanations.

SUB-HEAD C.

HULLS of SHIPS, &c., BUILDING by CONTRACT. Comparison of Expenditure with Estimate, with Explanations.

APPENDIX.

1893-94. - - - - - - - - -

VOTE 8.—SECTION 3. - - - - - - - -

SUB-HEAD C.—HULLS OF SHIPS, &c. BUILDING BY CONTRACT.

STATEMENT showing Details of the EXPENDITURE upon HULLS of SHIPS and PROPELLING appearing in the NAVY

Page in Navy Estimates, 1893-94.	NAME OF SHIP.	HULL. Where Built.	Contract Price. Original.	Contract Price. Navy Estimates, 1893-94.	Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893-94. Estimates.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	NEW CONSTRUCTION.—OLD PROGRAMME.			£.	£.	£.	£.	£.	£.	£.	
	PROTECTED SHIPS—CONTRACT-BUILT:		£.								
196	Blenheim - - -	Thames Iron Works Company.	195,850	229,628	229,628	—	—	2,530	2,530	—	1
				TOTAL PROTECTED SHIPS - - £.			—	2,530	2,530		2
	SUNDRY SERVICES.	—	—	—	—	—			—		3
				TOTAL CONTRACT-BUILT SHIPS—(OLD PROGRAMME) - - - £.				2,530	2,530		4

1893-94.

VOTE 8.—SECTION 3.

SUB-HEAD C.—HULLS OF SHIPS, &c. BUILDING BY CONTRACT.

and other MACHINERY in course of Construction by Contractors, contrasted with the Amounts ESTIMATES for the Year 1893-94.

		REMARKS.	ARKS.
1	Outstanding balance.		
2			
3			
4			

STATEMENT showing Details of the Expenditure upon Hulls of Ships and Propelling appearing in the Navy Estimates

Page in Navy Estimates, 1893-94.	NAME OF SHIP.	PROPELLING MACHINERY. Name of Makers.	Contract Price. Original.	Contract Price. Navy Estimates, 1893-94.	Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893-94. Estimate.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	NEW CONSTRUCTION—NEW PROGRAMME.		£.	£.	£.	£.	£.	£.	£.	£.	
	ARMOURED SHIPS—DOCKYARD-BUILT :										
180	Hood	Humphrys, Tennant & Co.	96,137	97,770	97,676	—	—	230	230	—	1
180	Empress of India (late Renown.)	- - ditto - -	96,637	98,564	98,544	—	6,085	6,084	—	1	2
180	Repulse	- - ditto - -	96,637	97,770	97,555	—	6,635	2,145	—	4,490	3
	Barfleur	Greenock Foundry Company.	89,661	89,971	89,337	—	12,611	11,981	—	630	4
	Centurion	- - ditto - -	89,661	89,971	89,432	—	12,611	12,076	—	535	5
				TOTAL ARMOURED SHIPS - - - £.			37,942	32,516	5,426		6
	PROTECTED SHIPS—DOCKYARD-BUILT :										
182	Crescent	John Penn & Sons	91,387	91,387	91,372	—	12,323	13,101	778	—	7
182	Edgar	Fairfield Shipbuilding Company.	99,020	100,286	100,589	—	—	445	445	—	8
184	Æolus	Hawthorn, Leslie & Co.	59,710	59,652	59,666	—	—	24	24	—	9
186	Brilliant	- - ditto - -	59,710	59,652	59,649	—	—	24	24	—	10
188	Hermione	J. & G. Thomson	52,606	52,606	45,444	7,162	14,373	15,084	711	—	11
184	Bonaventure	Hawthorn, Leslie & Co.	59,072	59,767	59,929	—	8,770	8,952	182	—	12
186	Cambrian	- - ditto - -	59,072	59,767	59,835	100	8,770	8,857	87	—	13
186	Charybdis	Earle's Shipbuilding Company.	55,683	55,683	52,031	3,753	7,040	11,599	4,559	—	14
188	Flora	The Naval Construction and Armaments Company.	55,529	55,529	47,942	7,594	10,513	27,115	16,602	—	15
				TOTAL PROTECTED SHIPS - - - £.			61,789	85,201	23,412		16
	UNPROTECTED SHIPS—DOCKYARD-BUILT :										
190	Circe	Penn & Sons	22,550	22,676	23,668	—	—	3,116	3,116	—	17
192	Leda	- - ditto - -	22,750	22,876	23,040	—	3,450	3,614	164	—	18
190	Antelope	Yarrow & Co.	23,730	23,810	23,805	—	6,324	6,334	10	—	19
190	Alarm	Penn & Sons	22,550	22,676	22,670	—	—	3,243	3,243	—	20
190	Halcyon	Hawthorn, Leslie & Co.	20,529	20,529	17,663	2,866	14,114	11,263	—	2,851	21
192	Harrier	- - ditto - -	20,529	20,529	17,663	2,866	9,456	13,183	3,727	—	22
192	Hussar	- - ditto - -	20,129	20,129	15,744	4,385	9,456	11,264	1,808	—	23
192	Hazard	Fairfield Shipbuilding Company.	21,362	21,362	18,530	3,000	9,828	11,865	2,037	—	24
192	Dryad	Maudslay, Sons, and Field.	21,208	21,208	18,232	3,070	12,898	12,272	—	626	25
				TOTAL UNPROTECTED SHIPS - - - £.			65,526	76,154	10,628		26
194	SUNDRY SERVICES.	- -	—	—	—	—	2,500	Included above.	—	2,500	27
		TOTAL DOCKYARD-BUILT SHIPS—(NEW PROGRAMME, EXCLUSIVE OF STEAMBOATS) - - - - - - £.					167,757	193,871	26,114		28

and other Machinery in course of Construction by Contractors, contrasted with the Amounts for the Year 1893-94—*continued.*

	REMARKS.
1	Small outstanding balance.
2	
3	Work was further advanced in 1892-93 than was estimated when Estimate for 1893-94 was framed.
4	No remarks.
5	ditto.
6	
7	As No. 1.
8	ditto.
9	ditto.
10	ditto.
11	ditto.
12	ditto.
13	ditto.
14	Excess is due to falling off in previous year.
15	ditto - - - ditto.
16	
17	Ship was not completed in machinery department so early as was anticipated, which threw final payments into 1893-94.
18	As No. 1.
19	ditto.
20	As "Circe."
21	Ship and machinery not completed in 1893-94, as anticipated.
22	Increased expenditure due to falling off in previous year.
23	ditto - - - ditto.
24	ditto - - - ditto.
25	As "Halcyon."
26	
27	
28	

1893–94. - - - - - - - - -

VOTE 8.—Section 3. - - - - - - - -

Sub-Head A.—PROPELLING AND OTHER MACHINERY FOR

STATEMENT showing Details of the Expenditure upon Propelling and other Majesty's Dockyards, contrasted with the Amounts

Page in Navy Estimates, 1893–94.	NAME OF SHIP.	PROPELLING AND OTHER MACHINERY. Name of Maker.	Contract Price. Original.	Contract Price. Navy Estimates, 1893–94.	Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893–94. Estimate.	Payments. Actual.	More than Estimate.	Less than Estimate.	
	NEW CONSTRUCTION—FURTHER PROGRAMME:										
	ARMOURED SHIPS—DOCKYARD-BUILT:		£.	£.	£.	£.	£.	£.	£.	£.	
210	Magnificent -	J. Penn & Sons -	85,985	—	8,800	77,185	20,000	8,800	—	11,200	1
210	Majestic - -	Naval Construction and Armaments Company.	76,455	—	1,800	74,655	11,500	1,800	—	9,700	2
210	Renown - -	Maudslay, Sons, and Field.	83,560	—	25,655	57,905	35,000	25,655	—	9,345	3
	TOTAL DOCKYARD-BUILT—FURTHER PROGRAMME - - - £.						66,500	36,255	30,245		4

1893–94.

VOTE 8.—SECTION 3.

HER MAJESTY'S SHIPS AND VESSELS.

MACHINERY in course of construction by Contractors for SHIPS BUILDING, &c., in HER appearing in the NAVY ESTIMATES for the Year 1893–94.

	REMARKS.
1	Order for machinery not placed so early in the year as anticipated when Estimates were prepared.
2	- ditto - - ditto - - ditto.
3	- ditto - - ditto - - ditto.

STATEMENT showing Details of the Expenditure upon Hulls of Ships and Propelling appearing in the Navy Estimates

Page in Navy Estimates, 1893–94.	NAME OF SHIP.	HULL. Where Built.	Contract Price. Original.	Contract Price. Navy Estimates, 1893–94.	Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893–94. Estimate.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	NEW CONSTRUCTION—FURTHER PROGRAMME:		£.	£.	£.	£.	£.	£.	£.	£.	
	ARMOURED SHIPS—CONTRACT-BUILT:		£.								
214	Powerful	Naval Construction and Armaments Company.	338,860	—	4,185	334,675	42,500	4,185	—	38,315	1
214	Terrible	J. & G. Thomson	359,600	—	8,900	351,800	42,500	8,900	—	33,600	2
				TOTAL Armoured Ships £.			85,000	13,085	71,915		3
	TORPEDO BOAT DESTROYERS:										
214	Havock	Yarrow & Co.	14,500	—	11,600	2,900	10,875	10,150	—	725	4
214	Hornet	ditto	14,500	—	11,400	3,100	10,875	9,950	—	925	5
214	Daring	Thornycroft & Co.	14,349	—	11,440	2,917	11,479	8,580	—	2,899	6
214	Decoy	ditto	14,349	—	10,010	4,347	11,479	8,580	—	2,899	7
216	Ferret	Laird Bros.	12,770	—	10,025	2,745	11,500	10,025	—	1,475	8
216	Lynx	ditto	12,770	—	7,650	5,120	11,500	7,650	—	3,850	9
218	Ardent	Thornycroft & Co.	15,368	—	1,540	13,828	1,530	1,540	10	—	10
218	Boxer	ditto	15,368	—	1,540	13,828	1,530	1,540	10	—	11
216	Bruiser	ditto	15,368	—	—	15,368	1,530	—	—	1,530	12
218	Charger	Yarrow & Co.	16,000	—	1,600	14,400	1,525	1,600	75	—	13
218	Dasher	ditto	16,000	—	1,600	14,400	1,530	1,600	70	—	14
216	Hasty	ditto	16,000	—	3,200	12,800	1,525	3,200	1,675	—	15
218	Rocket	J. & G. Thomson	13,667	—	1,365	12,302	1,525	1,365	—	160	16
216	Shark	ditto	13,667	—	—	13,667	1,525	—	—	1,525	17
220	Surly	ditto	13,667	—	—	13,667	1,530	—	—	1,530	18
218	Janus	Palmer's Shipbuilding Company.	13,718	—	—	13,718	1,525	—	—	1,525	19
220	Lightning	ditto	13,718	—	—	13,718	1,530	—	—	1,530	20
220	Porcupine	ditto	13,718	—	—	13,718	1,525	—	—	1,525	21
216	Teazer	J. S. White	15,130	—	—	15,130	1,530	—	—	1,530	22
220	Wizard	ditto	15,130	—	—	15,130	1,530	—	—	1,530	23
	Conflict	ditto	15,130	—	1,515	13,615	—	1,515	1,515	—	24
	Haughty	W. Doxford & Sons	16,170	—	—	16,170	—	—	—	—	25
	Hardy	ditto	16,170	—	—	16,170	—	—	—	—	26
	Fervent	Hanna, Donald, and Wilson.	9,740	—	—	9,740	—	—	—	—	27
	Zephyr	ditto	9,740	—	—	9,740	—	—	—	—	28
	Sturgeon	Naval Construction and Armaments Company.	14,800	—	1,480	13,320	—	1,480	1,480	—	29
	Starfish	ditto	14,800	—	—	14,800	—	—	—	—	30
	Skate	ditto	14,800	—	—	14,800	—	—	—	—	31
				Carried forward £.			89,098	68,775	4,835	25,158	32

REMARKS.

1
2 Work not commenced so soon as anticipated.
3

4 Not completed so soon as anticipated.

5 Progress less than anticipated.

6 - ditto - - ditto.

7 - ditto - ditto.

8 - ditto - - ditto.

9 - ditto - - ditto.

10 Small difference only.

11 - - ditto.

12 Progress less than anticipated.

13 Small difference only.

14 - - ditto.

15 Progress greater than anticipated.

16 Small difference only.

17

18

19

20 Progress less than anticipated.

21

22

23

24 Progress greater than anticipated.

25

26

27

28

29 Progress greater than anticipated.

30

31

32

PROPELLING MACHINERY. (Sub-head A.)

Name of Makers.	Contract Price.		Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893–94.				
					Estimate.	Payments.			
	Original.	Navy Estimates, 1893–94.				Actual.	More than Estimate.	Less than Estimate.	
	£.	£.	£.	£.	£.	£.	£.	£.	
Naval Construction and Armaments Company.	196,392	—	2,582	193,810	13,750	2,582	—	11,168	1
J. & G. Thomson -	182,747	—	2,582	180,165	13,750	2,582	—	11,168	2
		TOTAL Armoured Ships - - - £.			27,500	5,164		22,336	3
Yarrow & Co. -	18,674	—	18,674	—	14,247	12,584	—	1,663	4
- ditto - - -	18,674	—	17,205	1,469	14,247	11,985	—	2,262	5
Thornycroft & Co.	18,765	—	16,145	2,617	15,576	12,310	—	3,266	6
- ditto - - -	18,765	—	16,145	2,617	15,576	14,375	—	1,201	7
Laird Bros. - -	20,304	—	17,486	2,818	18,000	17,486	—	514	8
- ditto - - -	20,304	—	17,486	2,818	18,000	17,486	—	514	9
Thornycroft & Co.	21,062	—	4,950	16,112	2,145	4,950	2,805	—	10
- - ditto - -	21,062	—	3,630	17,432	2,145	3,630	1,485	—	11
- - ditto - -	21,062	—	3,630	17,432	2,145	3,630	1,485	—	12
Yarrow & Co. -	21,400	—	8,572	12,828	2,140	8,572	6,432	—	13
- ditto - - -	21,400	—	4,537	16,863	2,145	4,537	2,392	—	14
- ditto - - -	21,400	—	2,522	18,878	2,140	2,522	382	—	15
J. & G. Thomson -	21,125	—	6,070	15,055	2,140	6,070	3,930	—	16
- ditto - - -	21,125	—	3,710	17,415	2,140	3,710	1,570	—	17
- ditto - - -	21,125	—	3,710	17,415	2,145	3,710	1,565	—	18
Palmer's Shipbuilding Company.	23,389	—	—	23,389	2,140	—	—	2,140	19
- - ditto - -	23,389	—	—	23,389	2,145	—	—	2,145	20
- - ditto - -	23,389	—	—	23,389	2,140	—	—	2,140	21
Maudslay, Sons, and Field.	23,983	—	6,900	17,183	2,145	6,900	4,755	—	22
- - ditto - -	23,983	—	5,750	18,333	2,145	5,750	3,605	—	23
- - ditto - -	23,983	—	7,665	16,418	—	7,665	7,665	—	24
W. Doxford & Sons	21,831	—	4,870	16,961	—	4,870	4,870	—	25
- ditto - - -	21,831	—	3,480	18,351	—	3,480	3,480	—	26
Hanna, Donald, and Wilson.	24,526	—	7,070	17,456	—	7,070	7,070	—	27
- - ditto - -	24,526	—	3,930	20,596	—	3,930	3,930	—	28
Naval Construction and Armaments Company.	19,177	—	2,745	16,432	—	2,745	2,745	—	29
- ditto - -	19,177	—	2,135	17,042	—	2,135	2,135	—	30
ditto - -	19,177	—	915	18,262	—	915	915	—	31
		Carried forward - - - £.			125,646	173,017	63,216	15,845	32

REMARKS.

1 As "Magnificent."

2 - - ditto.

3

4 More paid in previous year than expected.

5 Not completed so early as anticipated.

6 - - ditto - - ditto.

7 - - ditto - - ditto.

8 Small difference between Estimate and actual payments.

9 - - ditto - - ditto - - ditto.

10 More rapid advance than contemplated.

11 - - ditto - - ditto.

12 - - ditto - - ditto.

13 - - ditto - - ditto.

14 - - ditto - - ditto.

15 - - ditto - - ditto.

16 - - ditto - - ditto.

17 - - ditto - - ditto.

18 - - ditto - - ditto.

19 Delay in deciding on type of boiler.

20 - - ditto - - ditto.

21 - - ditto - - ditto.

22 As No. 10.

23 - ditto.

24

25

26

27 Orders given which were not contemplated in framing the Estimates, and work considerably advanced.

28

29

30

31

32

HULL.

Page in Navy Estimates, 1893–94.	NAME OF SHIP.	Where Built.	Contract Price. Original.	Contract Price. Navy Estimates, 1893–94.	Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893–94. Estimate.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	NEW CONSTRUCTION—FURTHER PROGRAMME—continued.		£.	£.	£.	£.	£.	£.	£.	£.	
	TORPEDO BOAT DESTROYERS:				Brought forward -		89,098	68,775	4,835	25,158	
	Salmon - - -	Earle's Shipbuilding Company.	13,485	—	—	13,485	—	—	—	—	1
	Snapper - - -	- ditto - -	13,485	—	—	13,485	—	—	—	—	2
	Swordfish - - -	Sir W. G. Armstrong, Mitchell & Co.	14,440	—	—	14,440	—	—	—	—	3
220	1st Class Torpedo Boats, Nos. 88 to 90.	Yarrow & Co. -									
220	Ditto, Nos. 91 to 93 -	Thornycroft & Co.									
			61,166	—	37,443	23,835	44,316	25,313	—	19,003	4
220	Ditto, Nos. 94 to 96 -	J. S. White - -									
220	Ditto, No. 97 - -	Laird Bros. - -									
				TOTAL UNPROTECTED SHIPS - - - £.			133,414	94,088	39,326		5
220	Sundry Services -	—	—	—	—	—	1,500	Included above.	—	1,500	6
				TOTAL CONTRACT-BUILT SHIPS (FURTHER PROGRAMME) - £.			219,914	107,173	112,741		7
	NEW CONSTRUCTION:										
	SMALL CRAFT—CONTRACT-BUILT:										
224	Dromedary - -	Barclay, Curle & Co.	12,550	—	5,020	7,530	4,500	5,020	520	—	
224	Steamboats for Replacements.	—	—	—	—	—	14,680	21,559	6,879	—	9
				TOTAL SMALL CRAFT - - - £.			19,180	26,579	7,399		1
	NEW CONSTRUCTION—NEW PROGRAMME.										
	STEAMBOATS—CONTRACT-BUILT:										
194	For Dockyard-built Ships.	—	—	—	—	—	12,800	5,091	—	7,709	11
208	For Contract-built Ships	—	—	—	—	—	10,800	7,419	—	3,381	12

	REMARKS.
1	
2	
3	
4	Completion much delayed.
5	
6	
7	
8	
9	
10	Boats re-appropriated between Replacements and New Programme. General progress less than anticipated.
11	
12	

PROPELLING MACHINERY. (Sub-head A.)

Name of Makers.	Contract Price.		Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893-94.				
					Estimate.	Payments.			
	Original.	Navy Estimates, 1893-94.				Actual.	More than Estimate.	Less than Estimate.	
	£.	£.	£.	£.	£.	£.	£.	£.	
			Brought forward - -		125,646	173,017	63,216	15,845	
Earle's Shipbuilding Company.	21,512	—	2,400	19,112	—	2,400	2,400	—	1
- ditto - - -	21,512	—	1,030	20,482	—	1,030	1,030	-	2
G. E. Belliss & Co.	22,915	—	1,470	21,445	—	1,470	1,470	—	3
Yarrow & Co. - Thornycroft & Co.	83,751	—	69,410	14,341	55,756	44,525	—	11,231	4
Maudslay, Sons, and Field. Laird Bros. - -									
		TOTAL UNPROTECTED SHIPS - - - £.			181,402	222,442	41,040		5
—	—	—	—		£. 2,500	Included above.	—	2,500	6
		TOTAL CONTRACT-BUILT SHIPS (FURTHER PROGRAMME) - £.			211,402	227,806	16,204		7
Barclay, Curle & Co.	13,715	—	4,860	8,855	5,500	4,860	—	640	8
—	—	—	—	-	19,826	31,076	11,250	—	9
		TOTAL SMALL CRAFT - - - £.			25,326	35,936	10,610		10
—	—	—	—	—	21,192	7,531	—	13,661	11
—	—	—	—	—	16,515	12,216	—	4,299	12

and other Machinery in course of Construction by Contractors, contrasted with the Amounts for the Year 1893-94—*continued.*

	REMARKS.
	As "Haughty."
	- ditto.
	- ditto.
4	Work of completion delayed.
5	
6	
7	
8	Slight falling off in progress.
9	
10	As Hull.
11	
2	

1893–94. - - - - - - - - -

VOTE 8.—Section III. - - - - - - - -

Sub-Head A.—PROPELLING MACHINERY FOR

STATEMENT showing Details of Expenditure, contrasted with the

Page in Navy Estimates, 1893–94.	NAME OF SHIP.	Name of Maker.	Contract Price. Original.	Contract Price. Navy Estimates, 1893–94.	Payments to 31st March 1894.	Remaining to be paid after 31st March 1894.	Comparison between Estimated and Actual Payments for the Year 1893–94. Estimate.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	SHIPS RE-CONSTRUCTING:		£.	£.	£.	£.	£.	£.	£.	£.	
226	Devastation - -	Maudslay, Sons, and Field.	60,302	—	62,831	—	7,024	6,809	—	215	1
226	Sultan - - -	J. and G. Thomson -	53,585	—	22,570	31,015	12,000	22,570	10,570	–	2
226	Monarch - -	Maudslay, Sons, and Field.	64,670	—	51,690	13,248	26,174	23,620	—	2,554	3
						£.	45,198	52,999	7,801		4
226	**SUNDRIES** -	—	—	—	—	—	1,000	Included above.	—	1,000	5
	SHIPS RE-FITTING FOR RELIEFS, &c.:										
171	Sharpshooter - (New Boilers.)	—	7,801	—	6,241	1,560	12,000	6,241	—	4,250	6
171	Spanker - - (New Boilers.)	—	6,038	—	1,509	4,529		1,509			
	Royal Arthur -	—	—	—	205	—	—	205	205	—	7
						£.	12,000	7,955	4,045		8

SUMMARY OF SUB-HEAD A.—PROPELLING MACHINERY

		Estimate.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	NEW CONSTRUCTION.	£.	£.	£.	£.	
Old Programme -	Contract-built Ships (page 62) - - - - - - -	—	384	384	—	9
New Programme -	Dockyard-built Ships, exclusive of Steamboats (page 64) -	167,757	193,871	26,114	—	10
	Contract-built Steamboats (page 68) - - - - - -	37,707	19,747	—	17,960	11
Further Programme	Dockyard-built Ships (page 66) - - - - - - -	66,500	36,255	—	30,245	12
	Contract-Built Ships (page 68) - - - - - - -	211,402	227,606	16,204	—	13
Reconstruction -	(above) - - - - - - - - - - -	46,198	52,999	6,801	—	14
Refitting for Reliefs, &c. (above) -	- - - - - - - - - -	12,000	7,955	—	4,045	15
	Contract-built Small Craft (page 68) - - - - - -	25,326	35,936	10,610	—	16
	Total Propelling Machinery - - - £.	566,890	574,753	7,863		17

Sub-Head B.—TRANSFERABLE AUXILIARY MACHINERY

	Estimate.	Payments. Actual.	Payments. More than Estimate.	Payments. Less than Estimate.	
	£.	£.	£.	£.	
Boat-hoisting Engines - - - - - - - - - - - - - - -	750	—	—	750	18
Coal-hoisting Machinery - - - - - - - - - - - - - -	750	1,176	426	—	19
Electric Light Machinery - - - - - - - - - - - - - -	8,840	9,876	1,036	—	20
Steam Capstans (Capstans and Engines) - - - - - - - - - -	11,099	8,867	—	2,232	21
Steam-steering Engines - - - - - - - - - - - - - -	2,236	1,420	—	816	22
Ventilating Fans and Engines - - - - - - - - - - - - -	1,000	494	—	506	23
Distilling Machinery - - - - - - - - - - - - - - -	8,260	7,756	—	504	24
Sundry Services - - - - - - - - - - - - - - - -	2,550	753	—	1,797	25
£.	35,485	30,342	5,143		26

1893--94.

VOTE 8.—Section III.

HER MAJESTY'S SHIPS AND VESSELS.

Amounts appearing in the Navy Estimates for the Year 1893–94.

	REMARKS.
1	Small difference.
2	Rapid advancement of work by Contractors.
3	Slight falling off in progress by Contractors.
4	
5	
6	Progress on "Spanker's" boilers slow.
7	
8	

FOR HER MAJESTY'S SHIPS AND VESSELS.

9	
10	
11	
12	
13	
14	
15	
16	
17	

FOR HER MAJESTY'S SHIPS AND VESSELS, &c.

18	
19	
20	
21	
22	
23	
24	
25	
26	

1893-94.

VOTE 8.—Section III.

Sub-Head G.

GUN MOUNTINGS.

STATEMENT of all Gun Mountings on which Instalments have been Paid, but which were not completely Paid for, or Delivered in some cases, by 31st March 1894

STATEMENT of all GUN MOUNTINGS on which Instalments have been Paid, but

Reference Number.	DESCRIPTION OF GUN MOUNTINGS.	Number Ordered.	Number Delivered to 31st March 1894.	
			Paid for.	Not Paid for.
G. 6147—1893	6-inch, Q. F.	55	—	—
G. 1600—1892	ditto	17	16	1
G. 5537—1893	4·7-inch, Q. F.	55	—	—
G. 6411—1893	ditto	20	—	20
G. 4821—1892	ditto	66	50	16
G. 6708—1893	12-pr., Q. F.	17	—	12
G. 7650—1893	ditto	12	—	—
G. 148—1894	ditto	10	—	—
G. 3942—1894	6-pr., recoil	36	15	21
G. 7107—1893	ditto	20	—	10
G. 3182—1892	ditto	121	110	11
G. 7650—1893	ditto	88	—	—
G. 6131—1890	10-inch mountings of "Barfleur"	4	—	4
G. 7744—1892	Spare 10-inch mounting of "Barfleur" and "Centurion"	1	—	1
G. 5897—1892	10-inch mountings of "Renown"	4	—	—
G. 7254—1893	Spare 10-inch mounting of "Renown"	1	—	—
G. 4708—1893	Hydraulic mountings of "Magnificent"	4	—	—
G. 4708—1893	Hydraulic mountings of "Majestic"	4	—	—

which were not completely Paid for, or Delivered in some cases, by 31st March 1894.

DATES OF DELIVERY AND REMARKS.
—
1 in April, 4 in May, 11 in June, and 1 in July. Payment deferred pending examination and proof.
—
20 in March 1894. Payment deferred pending examination and proof.
8 in May, 12 in June, 20 in July, 16 in August, and 10 in September 1893. Payment deferred pending examination and proof.
12 in March 1894. Payment deferred pending examination and proof.
—
—
10 in October, 15 in November, and 11 in December 1893. Payment deferred pending examination and proof.
10 in March 1894. Payment deferred pending examination and proof.
14 in October, 16 in November, and 13 in December 1892; 9 in January, 11 in February, 32 in March, 10 in April, 6 in July, and 10 in August 1893. Payment deferred pending examination and proof.
—
Payment of balance deferred pending gunnery trials of ship.
Payment of balance deferred pending examination and proof.
—
—
—
—

1893—94.

VOTE 10.

WORKS, BUILDINGS, AND REPAIRS, AT HOME AND ABROAD.

Detailed Statement of the Sums Expended, with Explanations.

1893-94.

Vote, No. 10.

DETAILED STATEMENT of the Sums Expended for Works, Buildings,

Description of Works for each Establishment.	Grant.	Expenditure.	Expenditure compared with Grant. Less than Granted.	More than Granted.
Part I. **NEW WORKS, ADDITIONS, AND ALTERATIONS, AMOUNTING TO 1,000*l.* EACH AND UPWARDS.**				
B.—DOCKYARDS AT HOME.	£.	£. s. d.	£. s. d.	£. s. d.
CHATHAM - 1. Extension of Boiler Shop -	1,000	741 13 2	258 6 10	- -
2. Dredging - - - - -	6,000	6,138 - 4	- -	138 - 4
3. Deepening Channel in Medway	6,000	11,253 19 11	- -	5,253 19 11
4. Renewing Toe of Walls, No. 1 Basin.	1,000	957 17 8	42 2 4	- -
5. Sanitary Improvements -	1,025	1,086 15 5	- -	61 15 5
6. Extending Washplace for Petty Officers H.M.S. "Pembroke."	1,090	995 17 3	94 2 9	- -
7. Electrical Workshop - -	2,050	1,698 8 1	351 11 11	- -
8. Widening Stern of Slip, No. 7	1,170	1,006 19 8	163 - 4	- -
£.	19,335	23,879 11 6	909 4 2	5,453 15 8
SHEERNESS - - Rebuilding Masonry at stern of No. 4 Dock.	-	15 - -	- -	15 - -
PORTSMOUTH - 1. Dredging - - - - - (*Vote last year, 8,000l.*)	12,000	11,053 1 11	946 18 1	- -
2. Renewal of No. 2 Slip Jetty -	4,000	3,622 19 8	377 - 4	- -
3. New Jetty at North Wall -	5,000	144 - 2	4,855 19 10	- -
4. Extension of the Yard - - (*Vote last year, 12,500l.*)	500	*Cr.*3,920 12 2	4,420 12 2	- -
5. Forming Roads on Extension -	1,000	1,212 10 3	- -	212 10 3
6. Waiting Shed, South Railway Jetty.	400	428 19 10	- -	28 19 10
7. Extension of Steam Reserve Workshop.	1,100	659 17 3	440 2 9	- -
8. Completing Docks 14 and 15	20,000	18,895 7 5	1,104 12 7	- -
9. Dredging Plant - - -	12,550	13,437 9 2	- -	887 9 2
10. Foundations for Boom - -	-	232 10 5	- -	232 10 5
11. Rebuilding Walls, No. 33 Storehouse.	-	603 1 2	- -	603 1 2
£.	56,550	46,369 5 1	12,145 5 9	1,964 10 10
DEVONPORT - 1. Dredging - - - -	2,000	2,054 17 1	- -	54 17 1
2. Sanitary Improvements -	1,850	1,725 6 7	124 13 5	- -
3. Re-construction of Basin Jetty	1,000	789 12 9	210 7 3	- -
4. Dredging in Hamoaze - -	-	3,797 11 10	- -	3,797 11 10
5. Dredging the Sound - -	-	17,899 1 9	- -	17,899 1 9
6. Enlarging No. 3 Dock - -	-	68 2 3	- -	68 2 3
£.	4,850	26,334 12 3	335 - 8	21,819 12 11
KEYHAM - - 1. Dredging - - - -	2,000	2,019 5 5	- -	19 5 5
2. Extending Recess of No. 3 Dock	1,000	825 10 6	174 9 6	- -
3. Coaling arrangements - - *Machinery* (*Vote 8*).	500	13 11 7	486 8 5	- -
£.	3,500	2,858 7 6	660 17 11	19 5 5
PEMBROKE - - Alterations of Railways - -	600	553 1 2	46 18 10	- -
HAULBOWLINE - Protection of Docks and Quays	1,190	705 11 3	484 8 9	- -
PORTLAND - 1. Coaling arrangements - - *Machinery* (*Vote 8*).	20,000	20,402 13 5	- -	402 13 5
2. Groyne and Dolphins - -	-	5,538 8 1	- -	5,538 8 1
£.	20,000	25,941 1 6	- -	5,941 1 6
Total, Dockyards at Home, £.	106,025	126,656 10 3	14,581 16 1	35,213 6 4

1893–94.

VOTE, No. 10.

and REPAIRS, at HOME and ABROAD, in the Year ended 31st March 1894.

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

1. Work still in progress.
2. *See* Correspondence, page 130.
3. Treasury letter, 4th September 1893. *See* Correspondence, pages 118 and 130. Total estimate, 16,00 *l.* Expenditure, 19,908*l.* 17*s.* 10*d.*
4. Saving on estimate.

5. *See* Correspondence, page 130.
6. Saving on estimate.

7. Saving on estimate. Total estimate, 2,800*l.* Expenditure, 2,449*l.* 9*s.* 6*d.*
8. Saving on estimate.

– Total estimate, 1,100*l.* Expenditure, 1,078*l.* 5*s.* 1*d.*

1. A continuous service. Variation between estimate and expenditure.

2. Total estimate, 5,150*l.* Expenditure, 5,277*l.* 14*s.* 10*d.* Variation between estimate and expenditure.
3. Delay in preparation of contract.
4. Total estimate, 2,250,000*l.* Expenditure, 2,240,693*l.* 2*s.* Saving on total estimate.

	£.	*s.*	*d.*
Total credit for arisings transferred for other Works Services - - -	3,947	8	2
Less—Charges for Year 1893–94 - - - - - - -	26	16	–
Net Credit - - - £.	3,920	12	2

5. *See* Correspondence, page 130.
6. Variation between estimate and expenditure.

7. Total estimate, 1,100*l.* Expenditure, 1,250*l.* 19*s.* Variation between estimate and expenditure.

8. Works in progress by contract. Variation between estimated and real progress.
9. *See* Correspondence, page 130. Total estimate, 47,900*l.* Expenditure, 48,241*l.* 8*s.* 5*d.*, including 8,736*l.* brought to account under Extension of the Yard in 1892–93.
10. *See* Correspondence, page 130.
11. Treasury letter, 19th June 1893, page 129. Total estimate, 1,200*l.* Expenditure, 1,386*l.* 5*s.* 7*d.* Variation between estimate and expenditure.

1. Variation between estimate and expenditure.
2. Work still in progress.
3. Delay in progress of contract work.
4. Treasury letter, 10th June 1893, page 117.
5. Treasury letters, 12th October 1893, and 16th April 1894, pages 121 and 122.
6. Treasury letter, 19th June 1893, page 129. Total estimate, 8,000*l.* Expenditure, 8,041*l.* 0*s.* 11*d.*

1. Variation between estimate and expenditure.
2. Total estimate, 2,480*l.* Expenditure, 2,306*l.* 15*s.* 5*d.* Saving on estimate
3. Work deferred in consequence of reconsideration of scheme.

– Work still in progress.

– Saving on estimate for ironwork.

1. *See* Correspondence, page 130.
2. Treasury letter, 4th November 1893, page 119.

} Works still in progress.

Vote, No. 10.—Detailed Statement of the Sums Expended for Works and Buildings,

Description of Works for each Establishment.		Grant.	Expenditure.	Expenditure compared with Grant. Less than Granted.	More than Granted.
C.—DOCKYARDS ABROAD.		£.	£. s. d.	£. s. d.	£. s. d.
GIBRALTAR -	New Mole - - -	5,000	4,120 4 8	879 15 4	- - -
MALTA - -	1. Extension of the Yard - -	500	*Cr.* 564 10 3	1,064 10 3	- - -
	2. Dredging - - - -	3,000	3,027 8 4	- - -	27 8 4
	3. Boundary Wall, &c. - -	3,000	3,536 15 3	- - -	536 15 3
	4. Acquisition of Property at French Creek.	–	1,350 – –	- - -	1,350 – –
	£.	6,500	7,349 13 4	1,064 10 3	1,914 3 7
BERMUDA - -	1. Coal Sheds for 4,800 tons -	900	1,096 12 6	- - -	196 12 6
	2. Steam Reserve Stores - -	–	128 7 2	- - -	128 7 2
	£.	900	1,224 19 8	- - -	324 19 8
HALIFAX - -	Repairing damage to Boundary Wall between Naval Yard and Intercolonial Railway.	–	1,779 14 5	- - -	1,779 14 5
JAMAICA - -	No. 2 Coal Wharf, Renewals -	1,000	1,713 19 11	- - -	713 19 11
CAPE OF GOOD HOPE - -	1. Reclaiming Ground for Coal Stores.	1,000	999 13 8	– 6 4	- - -
	2. Additional Storey to No. 14 Storehouse.	1,000	945 8 3	54 11 9	- - -
	£.	2,000	1,945 1 11	54 18 1	—
HONG KONG -	Shed for Stores, Kowloon - -	–	590 – –	- - -	590 – –
TRINCOMALEE -	Store for Oil - - - -	740	811 – 1	- - -	71 – 1
	Total, Dockyards Abroad - - - £.	16,140	19,534 14 –	1,999 3 8	5,393 17 8

including Ordinary Repairs, &c., in the Year ended 31st March 1894—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

– The difference between estimated and actual progress.

1. Total estimate, 335,000*l.* Expenditure, 288,150*l.* 12*s.* 5*d.* Saving on total estimate.

	£.	s.	d.
Total credit for arisings transferred for other Works Services - - -	745	19	11
Less—Charges for Year 1893–94 - - - - - - - - -	181	9	8
Net Credit - - - £.	564	10	3

2. Variation between estimate and expenditure.

3. *See* Correspondence, page 130. Work still in progress.

4. Treasury letter, 28th February 1894, page 121.

1. Treasury letter, 16th December 1893, page 126. Total estimate, 3,150*l.* Expenditure, 3,237*l.* 14*s.* 6*d.*
2. Treasury letter, 19th June 1893, page 129. Total estimate, 1,300*l.* Expenditure, 1,316*l.* 8*s.* 5*d.*

– Treasury letter, 13th November 1894, page 123.

– Treasury letters, 29th July and 2nd December 1893, pages 118 and 120.

1. Work still in progress.

2. Work still in progress.

– Treasury letter, 23rd June 1893, page 117.

– Treasury letter, 31st August 1893, *see* Correspondence, pages 124 and 130. Total estimate, 1,140*l.* Expenditure, 1,476*l.* 2*s.*

Vote, No. 10.—Detailed Statement of the Sums Expended for Works and Buildings,

Description of Works for each Establishment.		Grant.	Expenditure.	Expenditure compared with Grant. Less than Granted.	More than Granted.
E.—NAVAL BARRACKS.		£.	£. s. d.	£. s. d.	£. s. d.
CHATHAM	1. Conversion of Convict Prison into Naval Barracks.	5,000	80 13 8	4,919 6 4	- -
	2. Works consequent on transfer of Convict Prison to Admiralty	- -	503 15 9	- -	503 15 9
	£.	5,000	584 9 5	4,919 6 4	503 15 9
KEYHAM	1. Offices	1,000	1 16 9	998 3 3	- -
	2. Water supply for fire purposes.	- -	51 3 7	- -	51 3 7
	£.	1,000	53 - 4	998 3 3	51 3 7
Total, Naval Barracks	£.	6,000	637 9 9	5,917 9 7	554 19 4
F.—MARINE BARRACKS.					
FORTON	1. Quarters for 12 Married Staff Sergeants.	4,000	4,610 8 1	- -	610 8 1
	2. Lecture Hall and Theatre.	600	1,078 19 7	- -	478 19 7
	£.	4,600	5,689 7 8	- -	1,089 7 8
WALMER	1. Swimming Bath	900	955 11 11	- -	55 11 11
	2. Additions to Reading and Recreation Room.	- -	5 4 2	- -	5 4 2
	£.	900	960 16 1	- -	60 16 1
Total, Marine Barracks	£.	5,500	6,650 3 9	- -	1,150 3 9
FF.—PRISONS.					
LEWES	Extension, &c. of Prison Cells.	2,500	162 12 7	2,337 7 5	- -
G.—HOSPITALS AND INFIRMARIES.					
PORTLAND	New Naval Hospital	3,100	2,806 17 5	293 2 7	- -
H.—COASTGUARD STATIONS AND ROYAL NAVAL RESERVE BATTERIES.					
LOOE	Purchase and erection of New Coast Guard Buildings, and Purchase of Sites	700	837 9 2	- -	137 9 2
PETERHEAD		300	301 9 3	- -	1 9 3
ST. AGNES		2,250	1,995 4 3	254 15 9	- -
BOTTOM		2,250	- - -	2,250 - -	- -
FELIXSTOWE		100	103 11 9	- -	3 11 9
POLPERRO		1,400	800 - -	600 - -	- -
PENZANCE	Purchase of Sites, and erection of New Royal Naval Reserve Batteries	500	529 8 9	- -	29 8 9
SEA SALTER CLIFF		2,000	1,693 5 6	306 14 6	- -
SCARBOROUGH		3,070	2,500 16 4	569 3 8	- -
APPLEDORE		470	300 - -	170 - -	- -
CLEETHORPES		- -	75 17 -	- -	75 17 -
BRIGHTLINGSEA		- -	- 18 2	- -	- 18 2
Total, Coastguard Stations and Royal Naval Reserve Batteries	£.	13,040	9,138 - 2	4,150 13 11	248 14 1

including Ordinary Repairs, &c., in the Year ended 31st March 1894—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

1 Work postponed owing to modification of scheme.

2 *See* Correspondence, page 130. Total Estimate, 2,500*l.* Expenditure, 2,565*l.* 11*s.*

Note.—Workshops erected by the Prison Department or their Contractors, and the actual bills certified by the Prison Authorities, sent to Admiralty for payment. In accordance with Treasury letter, 11th February 1892.

1 Work deferred owing to re-consideration of scheme.
2 Treasury Letter, 19th June 1893, page 129, Total Estimate, 1,350*l.* Expenditure, 915*l.* 14*s.* 2*d.* Saving on Estimate.

1 Treasury Letter, 19th June 1893, page 129. Total Estimate, 5,000*l.* Expenditure, 5,244*l.* 1*s.* 8*d.*

2 Treasury Letter, 19th June 1893, page 129. Total Estimate, 1,200*l.* Expenditure, 1,182*l.* 6*s.* 2*d.*

1 Treasury Letter, 15th February 1894. *See* Correspondence, pages 126 and 130.
2 Treasury Letter, 19th June 1893, page 129. Total Estimate, 1,300*l.* Expenditure, 1,330*l.* 4*s.* 2*d.*

Work postponed pending re-consideration of scheme.

Work still in progress.

See Correspondence, page 130. Total Estimate, 4,400*l.* Expenditure, 4,654*l.* 18*s.* 11*d.*
Total Estimate, 2,925*l.* Expenditure, 2,958 12*s.* 5*d.*
Total Estimate, 2,500*l.* Expenditure, 2,543*l.* 9*s.* 2*d.*
Work delayed owing to non-completion of lease of site, and difficulty in meeting lessor's requirements and obtaining suitable tender.
Work in progress.
Work in progress. Delayed on account of modification in design.

Variation between Estimate and Expenditure. Total Estimate, 3,820*l.* Expenditure, 2,960*l.* 17*s.* 5*d.*
Saving on Estimate. Total Estimate, 2,500*l.* Expenditure, 1,911*l.* 2*s.* 2*d.*
Work in progress. Delay on part of contractor.
Work in progress.
See Correspondence, page 130. Total Estimate, 2,500*l.* Expenditure, 2,261*l.* 16*s.* 6*d.*
Total Estimate, 1,795*l.* Expenditure, 1,700*l.* 18*s.* 3*d.*

Vote, No. 10.—Detailed Statement of the Sums Expended on Works and Buildings,

Description of Works for each Establishment.	Grant.	Expenditure.	Expenditure compared with Grant.	
			Less than Granted.	More than Granted.
HH.—OBSERVATORIES.	£.	£. s. d.	£. s. d.	£. s. d.
GREENWICH - 1. Additional Accommodation for Chronometers.	2,450	2,199 3 3	250 16 9	- -
GREENWICH - 2. Extension of Physical Observatory.	1,000	- -	1,000 - -	- -
Total Observatories - - - £.	3,450	2,199 3 3	1,250 16 9	—
I.—NAVAL ARMAMENTS.				
PORTSMOUTH - 1. New Rifle Range, Tipner.	3,000	471 4 2	2,528 15 10	- -
PORTSMOUTH - 2. Extension of Gun Mounting Store.	- -	713 12 8	- -	713 12 8
	3,000	1,184 16 10	2,528 15 10	713 12 8
DEVONPORT - Mess Shed for Drill Purposes at Trevol.	- -	1,376 14 5	- -	1,376 14 5
ASCENSION - Mounting Guns, &c. -	1,400	133 16 8	1,266 3 4	- -
CAPE OF GOOD HOPE. Store for Gun Mountings	600	598 6 3	1 13 9	—
Total, Naval Armaments - - - £.	5,000	3,293 14 2	3,796 12 11	2,090 7 1
II.—Storehouses and Works Constructed by War Department and Admiralty for Naval Ordnance Stores.				
Works to be carried out by War Department.				
VARIOUS - - Drying Rooms 11 No. to complete.	- -	293 12 3	- -	293 12 3
WOOLWICH - 1. Improvements at Shot Ground.	250	577 16 2	- -	327 16 2
WOOLWICH - 2. Store for Sights and Bright Work of Guns.	- -	130 17 9	- -	130 17 9
WOOLWICH - 3. Store for Quick-firing Cases, &c.	- -	179 6 1	- -	179 6 1
PURFLEET - - Ordnance Store Station	- -	1,529 19 1	- -	1,529 19 1
UPNOR - - Additional Tank for Fire Service.	1,000	639 9 2	360 10 10	- -
£.	1,250	3,351 - 6	360 10 10	2,461 11 4
Works to be carried out by Admiralty.				
UPNOR - - - Police Quarters - -	2,000	- 18 8	1,999 1 4	- -
BULL POINT - 1. Shell Filling Room, &c.	2,200	1,459 4 9	740 15 3	- -
BULL POINT - 2. Concrete Base for Shells.	500	- -	500 - -	- -
GIBRALTAR - - Improvements to Magazines and Accessories.	2,000	- -	2,000 - -	- -
MALTA - - 1. - Ditto - ditto -	2,000	1,255 - 10	744 19 2	- -
MALTA - - 2. Purchase of Horn's Factory.	- -	3,176 9 6	- -	3,176 9 6
£.	8,700	5,891 13 9	5,984 15 9	3,176 9 6
Total, Storehouses and Works for Naval Ordnance Stores £.	9,950	9,242 14 3	6,345 6 7	5,638 - 10

including Ordinary Repairs, &c., in the Year ended 31st March 1894—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

1 Total Estimate, 3,500*l.* Expenditure, 3,437*l.* 9*s.* 9*d.*

2 Work not commenced owing to delay in the contract.

1 Work in progress. Commencement deferred pending settlement of land questions.

2 Treasury Letter, 19th June 1893, page 129. Total Estimate, 4,350*l.* Expenditure, 1,010*l.* 7*s.* 1*d.*

Treasury Letter, 19th June and 16th December 1893, *see* Correspondence, pages 129, 126, and 130. Total Estimate, 2,700*l.* Expenditure, 2,702*l.* 0*s.* 10*d.*

Work in progress. Delay owing to scarcity of labour at Ascension.

Variation between Estimate and Expenditure. Total Estimate, 1,630*l.* Expenditure, 1,698*l.* 19*s.* 10*d.*

Continuation of work from former years.

1 Treasury Letter, 15th February 1894, *see* Correspondence, pages 127 and 130. Total Estimate (moiety), 1,500*l.* Expenditure, 1,646*l.* 13*s.* 5*d.*

2 Continuation of work from former year. Total Estimate, 1,400*l.* Expenditure, 1,422*l.* 12*s.*

3 - ditto - - ditto.

This represents 70⅔ per cent. of the total cost of works carried out by the War Department at the Ordnance Store Station; the remaining 29⅓ per cent. being charged to Army funds.
Work in progress.

Work not commenced pending acquisition of site.

1 Saving on Estimate, due to lowness of tender.

2 Work completed and brought to account in 1892–93.

Postponed pending arrangements with War Office.

1 Work still in progress.

2 Treasury Letter, 18th July 1893, page 119.

Vote, No. 10.—Detailed Statement of the Sums Expended for Works and Buildings,

Description of Works for each Establishment.	Grant.	Expenditure.	Expenditure compared with Grant.	
			Less than Granted.	More than Granted.
	£.	£. s. d.	£. s. d.	£. s. d.
Part II.				
K.—MINOR NEW WORKS, ADDITIONS, AND ALTERATIONS, UNDER 1,000*l.* EACH, AT HOME AND ABROAD.				
Home Districts:				
1. Chatham and Sheerness	10,690	9,323 16 5	1,366 3 7	- -
2. Portsmouth	12,780	15,885 4 9	- -	3,105 4 9
3. Devonport	13,394	11,304 13 9	2,089 6 3	- -
4. Pembroke	1,070	1,246 3 4	- -	176 3 4
5. Haulbowline	960	1,281 17 1	- -	321 17 1
6. Deptford and Greenwich	1,660	1,497 10 2	162 9 10	- -
7. Walmer and Lewes	1,685	1,423 7 11	261 12 1	- -
8. Yarmouth	935	98 4 5	836 15 7	- -
9. Portland	985	906 4 6	78 15 6	- -
10. Queensferry	2,600	1,315 14 10	1,284 5 2	- -
11. Coast Guard and Royal Naval Reserve	3,150	3,132 6 4	17 13 8	- -
Total, Home Districts £.	49,909	47,415 3 6	6,097 1 8	3,603 5 2
Districts Abroad:				
1. Mediterranean	5,785	6,796 7 6	- -	1,011 7 6
2. North America and West Indies	4,040	4,370 15 10	- -	330 15 10
3. North Pacific	150	238 15 –	- -	88 15 –
4. Cape of Good Hope and West Coast of Africa	4,010	3,995 15 6	14 4 6	- -
5. China	2,145	1,395 12 8	749 7 4	- -
6. East Indies	380	185 7 7	194 12 5	- -
7. Australia	575	75 – –	500 – –	- -
Total, Districts Abroad £.	17,085	17,057 14 1	1,458 4 3	1,430 18 4
Total, Districts at Home and Abroad £.	66,994	64,472 17 7	7,555 5 11	5,034 3 6

including Ordinary Repairs, &c., in the Year ended 31st March 1894—*continued.*

	EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.
1.	Savings on estimates, and works deferred and in progress.
2.	Treasury Letters, 19th June, 31st August and 16th December 1893, and 15th February and 30th June 1894, pages 125 to 129.
3.	Savings on estimates, and works deferred and in progress.
4.	Variation between estimates and expenditure.
5.	Treasury Letter, 19th June 1893, page 129.
6.	
7.	Savings on estimates and works deferred.
8.	
9.	Savings on estimates.
10.	Works deferred or in progress.
11.	Savings on estimates.
1.	Treasury Letters, 31st August, 4th October, and 16th December 1893, and 15th February and 30th June 1894, pages 119, 125 to 128.
2.	- ditto - 19th June, 31st August, and 16th December 1893, pages 129, 125 and 126.
3.	- ditto - 31st August 1893 and 15th February 1894, pages 125 and 127.
4.	Savings on estimates.
5.	- ditto - and works in progress.
6.	Work deferred.
7.	Works in progress.

Vote, No. 10.—Detailed Statement of the Sums Expended for Works and Buildings,

Description of Works for each Establishment.	Grant.	Expenditure.	Expenditure compared with Grant.	
			Less than Granted.	More than Granted.
Part III.				
L.—ORDINARY REPAIRS AND MAINTENANCE AT HOME AND ABROAD, AND STORES FOR GENERAL PURPOSES.	£.	£. s. d.	£. s. d.	£. s. d.
Home Districts:				
1. Chatham and Sheerness	14,800	14,866 12 3	- -	66 12 3
2. Portsmouth	28,910	29,941 6 7	- -	1,031 6 7
3. Devonport	17,125	17,570 - 5	- -	445 - 5
4. Pembroke	3,325	3,145 6 4	179 13 8	—
5. Haulbowline	1,725	1,602 7 8	122 12 4	—
6. Deptford and Greenwich	8,025	7,913 12 2	111 7 10	—
7. Walmer and Lewes	2,395	2,399 8 9	- -	4 8 9
8. Yarmouth	790	725 8 2	64 11 10	—
9. Portland	5,085	3,665 11 3	1,419 8 9	—
10. Alderney	1,500	1,468 3 1	31 16 11	—
11. Coast Guard and Royal Naval Reserve	11,000	13,711 13 11	- -	2,711 13 11
12. Home generally	- -	- 3 -	- -	- 3 -
Total, Home Districts £.	94,680	97,009 13 7	1,929 11 4	4,259 4 11
Districts Abroad:				
1. Mediterranean	4,765	4,218 4 2	546 15 10	—
2. North America and West Indies	7,940	7,998 8 7	- -	58 8 7
3. North Pacific	895	922 12 11	- -	27 12 11
4. Cape of Good Hope and West Coast of Africa	3,570	3,838 15 10	- -	268 15 10
5. China	2,215	2,228 18 2	- -	13 18 2
6. East Indies	1,190	1,120 2 3	69 17 9	—
7. Australia	300	230 15 5	69 4 7	—
8. Generally	50	10 - -	40 - -	—
Total, Districts Abroad £.	20,925	20,567 17 4	725 18 2	368 15 6
Total, Districts at Home and Abroad £.	115,605	117,577 10 11	2,655 9 6	4,628 - 5
M.—INTEREST ON BRANCH RAILWAYS INTO NAVAL YARDS, AND MAINTENANCE.				
Home Districts:				
1. Chatham and Sheerness	340	342 - -	- -	2 - -
2. Devonport	170	3 7 11	166 12 1	—
3. Pembroke	100	94 - -	6 - -	—
4. Portland	900	940 11 2	- -	40 11 2
Total, Home Districts £.	1,510	1,379 19 1	172 12 1	42 11 2

including Ordinary Repairs, &c., in the Year ended 31st March 1894—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

Net Deficit, 2,329*l.* 13*s.* 7*d.*, due to casualties being greater than anticipated, principally on Coast Guard buildings, and to the transfer of stores from Portsmouth Extension Works. Treasury Letter, 12th December 1893. *See* Correspondence, pages 120 and 130.

Net Surplus, 357*l.* 2*s.* 8*d.*, casualties less than expected.

Net Deficit, 1,972*l.* 10*s.* 11*d.*

Net Surplus, 130*l.* 0*s.* 11*d.* Variation between estimates and expenditure. The repairs at Devonport were less than estimated.

Vote, No 10.—Detailed Statement of the Sums Expended for Works and Buildings,

Description of Works for each Establishment.	Grant.	Expenditure.	Expenditure compared with Grant. Less than Granted.	More than Granted.
Part III.—*continued.*				
MM.—REDEMPTION OF RENT-CHARGES ON BRANCH RAILWAYS INTO HER MAJESTY'S DOCKYARDS - - - - -	£. 4,396	£. s. d. 4,395 19 –	£. s. d. – 1 –	£. s. d. —
N.—PAY OF SEAMEN AND MARINES EMPLOYED ON WORKS ABROAD.				
1. North America and West Indies (Bermuda) -	3,180	2,975 10 9	204 9 3	- -
2. Cape of Good Hope and West Coast of Africa	55	69 17 10	- -	14 17 10
£.	3,235	3,045 8 7	204 9 3	14 17 10
O.—COMPENSATIONS AND OTHER UNFORESEEN CLAIMS.				
For Compensations and other Unforeseen Claims on the Works not provided for in the Estimates	500	58 15 9	441 4 3	- -
P.—GRANTS IN AID OF WORKS.				
Halifax:				
Third Instalment of Contribution towards New Dock - - - - - - - -	2,055	2,043 18 11	11 1 1	—
Malta:				
1. Fittings for Signal Station, Auberge de Castille	- -	3 3 4	- -	3 3 4
2. Pigeon House at Signal Station - - -	- -	33 7 3	- -	33 7 3
3. Drainage Works - - - - - - -	- -	216 11 10	- -	216 11 10
£.	2,055	2,297 1 4	11 1 1	253 2 5
X.—APPROPRIATIONS IN AID.	Estimated.	Realised.	Realised Less than Estimated.	Realised More than Estimated.
1. Rents, Dues, &c. - - - - - - -	4,300	3,051 7 7	1,248 12 5	—
2. Repayment for Supplies to other Departments, Private Individuals, &c. - - - - -	700	1,072 17 1	- -	372 17 1
3. Proceeds of Sale of Old Stores, Building Materials, and Plant - - - - -	3,700	1,574 4 1	2,125 15 11	—
4. Proceeds of Sale of Lands and Buildings -	- -	1 9 2	- -	1 9 2
5. Repayment for Damage to Buildings, Percentage on Gas Fittings in Official Residences, and Miscellaneous Receipts - - -	300	258 19 11	41 – 1	—
£.	9,000	8 17 10	3,415 8 5	374 6 3

including Ordinary Repairs, &c., in the Year ended 31st March 1894—*continued.*

EXPLANATION OF THE CAUSES OF VARIATION BETWEEN EXPENDITURE AND GRANT.

1. } Variations between estimates and expenditure.
2. }

Only partially required.

1.
2. Treasury Letter, 30th June 1894, page 128.
3. Ditto 19th June 1893, page 129

Net Deficit, 3,041*l.* 2*s.* 2*d.* Receipts less than anticipated.

1893–94.

Vote 11.

Sub-Head J.—GRATUITIES FOR SPECIAL SERVICES, &c.

(*See* page 42.)

Note showing the Details of the Expenditure during the Year 1893–94 (prepared in pursuance of Treasury Letter of 7th May 1887, No. 6364).

	£.	s.	d.
Gratuity to Mr. J. S. White, for use of his Turnabout System. (Treasury Letter, 3rd May 1893, No. 6747, p. 131)	1,000	–	–
Gratuity to Mr. Cardigan Dann, Chief Torpedo Gunner, R.N., for invention of Torpedo Dropping Gear. (Treasury Letter, 15th September 1892, No. 14,348)	500	–	–
Payment to Messrs. Coode, Son, and Matthews, for the services of Sir John Coode in advising and reporting on the proposed extension of Keyham Yard. (Treasury Letter, 22nd February 1894, No. 2565, p. 134)	315	–	–
Gratuity to Mr. Isaac Tall, for the efficient condition of the electrical apparatus of H.M.S. "Vernon," on his retirement. (Treasury Letter, 1st August 1893, No. 11,417)	250	–	–
Gratuities for services rendered in connection with the stranding of H.M.S. "Howe," and presents to Spanish Officials. (Treasury Letters, 21st June 1893, No. 9537; 10th August 1893, No. 11,827; 1st September 1893, No. 12,989; 7th September 1893, No. 13,260; and 30th November 1893, No. 17,102. (*See* also Correspondence, pp. 109 and 131)	809	16	7
Gratuity to Lieutenant C. Tuckwell, for "Rope-serving" Apparatus. (Treasury Letter, 31st March 1893, No. 4902)	50	–	–
Gratuity to Mr. Warren (late Master Smith) in recognition of his improvements in Smithery. (Treasury Letter, 9th February 1894, No. 848)	50	–	–
Reward for supplying information respecting Forts in New Caledonia	2	–	–
Reward for recovering the body of a seaman of H.M.S. "Marathon"	–	12	3
Total £.	2,977	8	10

G. FitzGerald,
Accountant General of the Navy.

1893-94.

Vote 11.

Sub-Head Z.—MISCELLANEOUS PAYMENTS AND ALLOWANCES.

(*See* page 44.)

NOTE showing the Details of the Expenditure during the Year 1893-94.

Class.		£.	s.	d.
1	Expenses in procuring condemnation of Piratical Junks captured by Her Majesty's Ships	-	-	-
2	Payments to Professional Persons and others unconnected with Establishments and not in Her Majesty's Service, viz.: Hired Interpreters, Watchmen, &c.; also for Medical Examinations for Compassionate Fund, Fees to Registrars for Certificates of Deaths of Naval Pensioners, &c.	1,892	12	9
3	Subsistence, Travelling, and other expenses in connection with the employment of Naval Officers, &c. on Special Services relating to the Navy	161	6	5
4	Expenses incurred on account of Her Majesty and the Royal Household	1,091	1	9
5	Postages by Commanders in Chief, Captains, Paymasters, and Consuls, including Coast Guard on Shore and Royal Naval Reserves; Conveyance of Despatches and Mails; Quarantine Expenses; Harbour Dues, &c.	3,917	11	3
6	Freight of Specie	37	8	9
7	Sundry items which cannot be classified under any of the above, viz.: Hire of Vessels, Boats, &c.; Expenses of Ceremonies attendant on the Launching of Her Majesty's Ships; Miscellaneous Expenses connected with the Navy House at Port Said; Rations supplied to persons in distress; Instruction, &c., of Armourers and Armourers' Mates at the Ordnance Factories; Allowances in lieu of Provisions to Officers on Half Pay, while studying at Portsmouth in Her Majesty's Ships "Excellent" and "Vernon;" Removing Dirt and Ashes from Her Majesty's Ships; Raising Wrecks; Mooring Fees, &c.; Contributions to Recreation Fund at Island of Ascension, at Sober Island, Trincomalie, and at Hongkong; and various other Charges of small amount	2,274	7	9
	Total £.	9,374	8	8

Note.—The amount expended for fireworks on the occasion of the Naval Review at New York, was £. 304 15 8
The value of the Naval Stores expended on the same occasion in special electrical, &c., display, was £. 194 3 1
(Treasury Letter, 17 February 1894, No. 2,249.)
£. 498 18 9

G. FitzGerald,
Accountant General of the Navy.

1893–94.

NOTE showing the Amount of EXTRA REMUNERATION received by OFFICERS on the CIVIL ESTABLISHMENTS of the ADMIRALTY whose Salaries are provided for in the Navy Estimates, such Amounts either not being shown in the Statement appended to the Navy Estimates, or varying from the Amounts enumerated therein.—(Prepared in pursuance of Treasury Circular Letter 31st October 1877, No. 12,014.)

Vote of the Navy Estimates in which ordinary Salary is Provided.	RANK.	Department of the Admiralty, &c.	SERVICE.	Department or Vote by which the Extra Remuneration is Paid.	Amount.
					£. s. d.
5	Professor of Mathematics	Royal Naval College, Greenwich.	Examinations, Science and Art Department.	Science and Art Department.	61 2 –
	Instructor in Mathematics	- ditto - -	- ditto - - ditto -	- ditto - - -	80 14 6
	Professor of Physics -	- ditto - -	- ditto - - ditto -	- ditto - - -	186 19 –
	Assistant Professor of Physics.	- ditto - -	- ditto - - ditto -	- ditto - - -	60 3 –
	Instructor in Physics and Mathematics.	- ditto - -	- ditto - - ditto -	- ditto - - -	60 19 6
	Demonstrator in Physics -	- ditto - -	- ditto - - ditto -	- ditto - - -	59 13 –
	Instructor in Steam -	- ditto - -	- ditto - - ditto -	- ditto - - -	63 7 6
	Instructor in French -	- ditto - -	Occasional Examination, Civil Service Commission.	Civil Service Commission.	26 – –
	Ditto - - -	- ditto - -	- ditto - - ditto -	- ditto - - -	31 – –
	Instructor in German -	- ditto - -	- ditto - - ditto -	- ditto - - -	14 – –
	Assistant to Director of Studies.	- ditto - -	Examinations, Science and Art Department.	Science and Art Department.	62 9 –
	University Examiner -	- ditto - -	- ditto - - ditto -	- ditto - - -	63 18 6
6	First Class Assistant -	Royal Observatory, Greenwich.	- ditto - - ditto -	- ditto - - -	53 16 –
	Assistant Paymaster for Clerical Duties.	- ditto - -	Retired Pay - - -	Vote 13 - - -	63 17 6
8	Naval Agent, St. Helena	- - - -	- ditto - - - -	Vote 13 - - -	155 7 –
12	Civil Lord - - -	Admiralty - -	Examinations, London University.	Civil Service Estimates, Class IV., Vote 7.	100 – –
	Constructor - - -	Controller's Department.	Examinations, Science and Art Department.	Science and Art Department.	114 13 –
	Engineer Inspector -	- ditto - -	- ditto - - ditto -	- ditto - - -	68 14 –
	Fleet Engineer - -	- ditto - -	- ditto - - ditto -	- ditto - - -	64 4 –
	Chief Engineer - -	- ditto - -	- ditto - - ditto -	- ditto - - -	62 3 6
13	Commander, R.N. - -	- - - -	Work for International Code of Signals Committee.	Civil Service Estimates, Class VII., Vote 1.	43 – –

G. Fitz Gerald,
Accountant General of the Navy.

1893-94.

NOTE showing the Amount of GRATUITIES, not exceeding £. 10 each, awarded by the LORDS COMMISSIONERS of the ADMIRALTY to Persons in either the MILITARY or CIVIL BRANCHES for SPECIAL SERVICES.—(Prepared in pursuance of Treasury Letter, 21st August 1879, No. 14,142—1879.)

Vote of the Navy Estimates to which the Amount has been charged.	RANK.	ESTABLISHMENT, &c.	SERVICE.	Amount.
				£. s. d.
1	Staff Paymaster -	H.M.S. "Cruiser" -	Editing Mediterranean Station Order Book - -	9 6 -
	Private, R.M.L.I. -	Fleet - - -	Care of a mare and bull on passage to Ascension in H.M.S. "Wye."	1 - -
	Bandsman and A.B. -	H.M.S. "Orlando" -	Re-leathering gun ports, &c. - - -	1 2 6
8	Dockyard Writer -	Chatham - -	Overtime in yard - - - - - -	7 8 -
	Ditto - - -	- ditto - - -	Overtime worked in Controller's Department on Estimates.	10 - -
	Ditto - - -	Portsmouth - -	- - ditto - - ditto - - - - -	7 - -
	Chargemen (2 in No.) -	Chatham Dockyard -	Special exertions in connection with the building of H.M.S. "Hood."	20 - -
	Leading man of Fitters	- ditto - - -	Temporarily acting as Foreman of Engineer Branch during sickness of Foreman.	10 - -
11	District Paymaster's Clerks.	"Melampus" - -	Attending office on two Sundays - - - -	- 8 -
12	Principal Writers (2 in No.). Dockyard Writers (11 in No.).	Controller's Department.	Extra attendance in connection with preparation of Estimates.	106 - -
	Messenger - -	Secretary's Department.	Attendance all night—taking telegrams to Press relating to loss of "Victoria."	- 10 6
12	Admiralty Writer -	Naval Store Department.	Extra Attendance in connection with revision of Queen's Regulations.	10 - -
	Messengers (2 in No.) and a Labourer.	Secretary's Department.	Extra attendance during Naval Manœuvres - -	5 11 8
	Messengers - -	- ditto - - -	Attendance on Queen's Birthday - - - -	2 8 -
	Ditto - - -	- ditto - - -	Attendance on Board of Admiralty in H.M.S. "Enchantress."	9 5 -
			TOTAL - - - £.	199 19 8

G. FitzGerald,
Accountant General of the Navy.

BALANCE SHEET, showing the LEDGER BALANCES on the 30th September 1894, the Date on which the Annual Account of the NAVAL RECEIPT and EXPENDITURE was closed;—also the Proportion of the AVAILABLE BALANCE remaining on that Day applicable to the still open Account for 1894-95.

BALANCE SHEET, showing the LEDGER BALANCES on the 30th September 1894, the Date on which the Annual Account of the NAVAL RECEIPT and EXPENDITURE was closed;—also, the Proportion of the AVAILABLE BALANCE remaining on that Day applicable to the still open Account for 1894–95.

N.B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances in the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account of Receipt and Expenditure is one of Receipts and Payments within the Year, and has been kept open for Six Months after the Expiration of the Year to which it refers, under the authority of Parliament, that all Payments posted within that period, relating to the service of the past Year, might be included in it, and the whole Expenditure on Imprest be finally audited before declaring the Balance. The postings of the Receipts and Payments comprised in that Account being therefore spread over a period of Eighteen Months, the proof of the correctness of the Expenditure, as compared with the Grants for 1893–94, may be shown either by the Balances which remained in the Books at the date to which the Account of Receipt and Expenditure extends (viz., 31st March 1894), or by those which remained at the Date when it was definitively closed (viz., 30th September 1894). The Balance Sheet of the latter date is given, as it exhibits a more complete Statement of the Accounts.

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	*Dr.* £. s. d.	*Cr.* £. s. d.
1	HER MAJESTY'S EXCHEQUER:		
	For Balance of Grants for the Naval Service for the year 1894-95, &c., unissued on the 30th September 1894 - - - - - -	8,516,853 13 8	—
1	HER MAJESTY'S PAYMASTER GENERAL (Cash):		
	For Navy Cash Payments by the Paymaster General in excess of the Amounts drawn by him from the Exchequer for Navy Services, to the 30th September 1894 - - - - - -	- - -	24,603 4 11
1	BILLS PAYABLE:		
	For Bills issued for payment, but not paid on the 30th September 1894 - - - - - - - - - -	- - -	108,682 11 —
1	SALARY LISTS:		
	For Amount of Salaries of the Admiralty Establishment in London unpaid on the 30th September 1894 - - - - - -	- - -	28,428 19 3
1	PRIZE REMITTANCES:		
	For Repayments from Prize Funds of Prize Money paid by Naval Accountants, which payments were not brought to account in the Ledger on the 30th September 1894 - - - - - -	- - -	105 2 7
1	PROFIT AND LOSS BY EXCHANGE, 1894-95:		
	For Loss by Exchange standing to the debit of this suspense head for current year - - - - - - - - - - -	- 11 5	—
1	PROPERTY AND INCOME TAX, 1893–94:		
	For Deductions on account of the Naval Department remaining on the 30th September 1894 to be paid to the Receiver General of Inland Revenue (Stamps and Taxes), for the year ended 31st March 1894 - - - - - - - - - - -	- - -	1,103 8 —
1	PROPERTY AND INCOME TAX, 1894–95:		
	For Amount paid to the Receiver General of Inland Revenue (Stamps and Taxes), in respect of deductions on account of the Naval Department, for the year ended 31st March 1895, not brought to account on the 30th September 1894 - - -	4,080 2 11	—
1	CADETS' PRIVATE EXPENDITURE ACCOUNT:		
	For Balance of Cadets' Personal Expenses in Her Majesty's Ship "Britannia" repaid to Naval Funds by their Parents or Guardians, the Charges for which had not been brought to account on the 30th September 1894 - - - - - -	- - -	4,419 10 6
9	- - - - - - - - Carried forward - - - £.	8,520,934 8 —	167,342 16 3

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £.	s.	d.	Cr. £.	s.	d.
9	Brought forward	8,520,934	8	-	167,342	16	3
1	PRIVATE ALLOWANCES TO MIDSHIPMEN, &c.: For Balance of the Regulation Allowances deposited with the Naval Department by the Parents and Guardians of Midshipmen, &c., to enable them to maintain an officer-like appearance on board ship, and to provide for additions to their Mess	-	-	-	19,073	8	10
1	DEPOSITS FOR MARINE OFFICERS' EQUIPMENTS: For Amount of outstanding Deposits on account of the Outfit of Gentlemen Cadets previous to their receiving Commissions in the Royal Marines, the Accounts for the Disbursements of such Deposits not having yet been allowed	-	-	-	1,425	14	6
1	REPAYMENTS DUE FOR STORES SUPPLIED, PERCENTAGE, &c.: For the Value of Stores and Percentage, &c., due on outstanding Claims, for which no credit had been given to Naval Votes on on the 30th September 1894	-	-	-	75,865	11	1
1	INTERMEDIATE ACCOUNTS: For Advances by Marine Divisional Paymasters on account of the Royal Marine Recruiting Service in 1894–95, the debit for which had not been brought to account on the 30th September 1894	-	-	-	4	8	-
1	COASTGUARD COMPASSIONATE FUND: For Amount standing to the Credit of the Fund, being the unexpended Balance of the Fines inflicted on Coastguard men for Drunkenness and minor offences	-	-	-	41	12	5
1	DEBTS OF MARINES AT DIVISIONS: For Balance of Debts incurred by Marines on account of Necessaries, Clothing, Accoutrements, &c., supplied for their use beyond those articles issued at the cost of the public; Fines for Irregularities and other charges to be recovered by Stoppages from their future Wages	576	8	7	—		
1	MARINE DIVISIONAL LIBRARY FUND: For Amount paid into the Fund in respect of Receipts not brought to account on the 30th September 1894	-	18	7	—		
8	CREDITS OF HOSPITAL PATIENTS: For Money belonging to Patients in Melville, Haslar, Plymouth, Yarmouth, Haulbowline, Cape of Good Hope, Jamaica, and Gibraltar Hospitals, taken on charge by the Accountant Officers for those Establishments until claimed	-	-	-	749	11	8
2	CREDITS OF PRISONERS: For Money belonging to Prisoners taken on charge by the Governors of Lewes and Bodmin Naval Prisons	-	-	-	1	5	-
26	Carried forward £.	8,521,511	15	2	264,504	7	9

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £. s. d.	Cr. £. s. d.
26	Brought forward	8,521,511 15 2	264,504 7 9
6	EFFECTS OF DECEASED SEAMEN AND MARINES: For Amounts realised by the Sale of the Effects of Deceased Seamen and Marines; and for Cash found with their Effects; remaining to be paid to their Legal Representatives	- - -	575 10 6
	Viz.:— £. s. d.		
	Year 1887-88 85 14 2		
	„ 1888-89 73 18 9		
	„ 1889-90 48 16 3		
	„ 1890-91 102 19 8		
	„ 1891-92 173 7 5		
	„ 1892-93 90 14 3		
	£. 575 10 6		
2	EFFECTS OF DECEASED SEAMEN AND MARINES: For Payments to Legal Representatives of Deceased Seamen and Marines, the Credits for whose Effects had not been brought to account up to 30th September 1894	422 4 5	—
	Viz.:— £. s. d.		
	Year 1893-94 344 14 3		
	„ 1894-95 77 10 2		
	£. 422 4 5		
6	MARINE DIVISIONAL PAYMASTERS: For Balances standing as Imprest, against them, and for Credit Balance on the 30th September 1894	174,272 1 7	- 4 8
30	NAVAL, VICTUALLING, MEDICAL, AND NAVAL ORDNANCE CASHIERS, AND ACCOUNTANTS, AT HOME, AND PAYMASTER OF ADMIRALTY CONTINGENCIES: For Balances standing as Imprest, against them, and for Credit Balance on the 30th September 1894	1,500,453 3 4	891 8 3
28	NAVAL AND VICTUALLING STOREKEEPERS AND ACCOUNTANTS, HOSPITAL INSPECTORS, &c., ABROAD: For Balances standing as Imprest, against them, and for Credit Balances on the 30th September 1894	247,901 15 10	13 1 8
339	PAYMASTERS OF HER MAJESTY'S SHIPS AND VESSELS, PAYMASTERS OF THE COAST GUARD ON SHORE, RECRUITING OFFICERS, CONSULS, &c.: For Balances standing as Imprest, against them, and for Credit Balances on the 30th September 1894	2,071,829 18 2	26 11 1
8	MISCELLANEOUS ACCOUNTS: For Balances standing as Imprest, on the 30th September 1894	8,483 1 4	—
1	LORD HIGH ADMIRAL (ON ACCOUNT OF THE COLONIAL DOCKS): For Balance of Advances made to Naval Funds out of the Consolidated Fund, for the purposes of the Loans under the Colonial Docks Loan Act of 1865 (28 & 29 Vict. c. 106)	- - -	14,786 18 8
446	Carried forward £.	12,524,873 19 10	280,798 2 7

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £.	s.	d.	Cr. £.	s.	d.
446	Brought forward	12,524,873	19	10	280,798	2	7
1	HONG KONG AND WHAMPOA DOCK COMPANY: For Balance of Amounts advanced on the 19th August, and 30th October 1885, 28th May 1886, 25th January and 16th December 1887, to assist the Company in the construction of a new Dock at Kowloon	14,786	18	8	—		
6	BROKERS AND AUCTIONEERS, FOR THE PURCHASE OF NAVAL PROVISIONS AND STORES, AND FOR THE SALE OF OLD SHIPS AND STORES: For Balances standing as Imprest, against them, and for Credit Balances on the 30th September 1894	8,481	12	9	8,346	9	7
696	PRIVATE INDIVIDUALS: For Value of Naval Stores supplied to, and for Wages of Dockyard Workmen employed on behalf of, Private Individuals, in the repair of Vessels, &c., not yet repaid, and for Repayments for Work done, &c., the Charges for which had not been brought to account on 30th September 1894	17,045	1	5	2,141	12	7
1	TREASURY CHEST ADVANCE ACCOUNT, 1893–94: For Balance due from the Naval Department on account of Advances from the Chests in the Colonies, for Naval Services, in 1893–94	-	-	-	2,528	15	11
1	TREASURY CHEST ADVANCE ACCOUNT, 1894–95: For Balance due from the Naval Department on account of Advances from the Chests in the Colonies, for Naval Services in 1894–95	-	-	-	18,629	2	9
1	TREASURY (PETERHEAD HARBOUR OF REFUGE ACCOUNT): For Expenses incurred out of Naval Funds on account of the construction of a Harbour of Refuge at Peterhead, the repayment not having been made till after the 30th September 1894	4,545	3	9	—		
1	TREASURY (MISCELLANEOUS ACCOUNT): For refund of proceeds of sale of a Schooner at Esquimalt, credit for which had not been brought to account on the 30th September 1894	300	12	9	—		
1	TREASURY (IMPERIAL DEFENCE ACCOUNT): For Balance due to Naval Funds for Expenses in connection with Vessels building under the Imperial Defence Act, 1888	3,502	16	10	—		
1	TREASURY (NAVAL DEFENCE ACCOUNT): For Balance due to Naval Funds in connection with Vessels building under Section 1, Clause 3 (*a*), of the Naval Defence Act, 1889	29,952	18	7	—		
1,155	Carried forward £.	12,603,489	4	7	312,444	3	5

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £. s. d.	Cr. £. s. d.
1,155	Brought forward	12,603,489 4 7	312,444 3 5
1	SECRETARY OF STATE FOR WAR (ORDNANCE FACTORY ACCOUNT): For Balance of Advances out of Naval Funds to meet Estimated Expenditure by the Royal Ordnance Factories on account of Naval Armaments, &c.	530,184 – 1	—
1	SECRETARY OF STATE FOR WAR (MISCELLANEOUS ACCOUNT): For the Value of Supplies of Stores and Provisions, also Cost of Labour expended at Home and Foreign Dockyards; Payments on account of Travelling Expenses and for Balance of Miscellaneous Charges	2,307 – 4	—
1	SECRETARY OF STATE FOR WAR (ARMY TRANSPORT ACCOUNT): For Balance of Advances to Naval Funds to meet Expenditure incurred on account of the Army Transport Service	– – –	4,143 5 4
1	SECRETARY OF STATE FOR FOREIGN AFFAIRS: For Value of Flags supplied to Her Majesty's Consuls, &c.	1 2 2	—
1	POST OFFICE ORDERS PAYABLE: For Post Office Orders issued in payment of Remittances from Officers and Seamen of the Fleet, but for which no claim had been received from the Postmaster General on 30th September 1894	– – –	32,370 10 11
1	POSTMASTER GENERAL (MONEY ORDER ACCOUNT): For Balance of Advances made out of Naval Grants, to enable the Postmaster General to meet the Amounts payable on Post Office Orders drawn by the Admiralty, but for which no claim had been received up to the 30th September 1894	32,370 10 11	—
1	POSTMASTER GENERAL (POSTAL ORDER ACCOUNT): For Value of unissued Postal Orders received from the Postmaster General for the use of Officers and Seamen of Her Majesty's Ships	– – –	50,945 – 6
1	COLONIAL DEPARTMENT: For Value of Naval Stores and Provisions supplied; Labour expended on behalf of certain of the Colonial Governments; Balance of Amounts due for the Maintenance of the Australasian Squadron, 1894-95, and from the Colony of Queensland on account of Coast Survey in progress; and for Balance of Miscellaneous Expenses	76,474 3 9	—
1	SECRETARY OF STATE FOR INDIA IN COUNCIL (TROOP SERVICE ACCOUNT): For Advances on account of Estimated Payments to be made out of Naval Funds in 1894–95, and for Balance of Amounts credited to Indian Funds, the repayment for which had not been made on the 30th September 1894	– – –	35,633 8 8
1,164	Carried forward £.	13,244,826 1 10	435,536 8 10

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £. s. d.	Cr. £. s. d.
1,164	Brought forward	13,244,826 1 10	435,536 8 10
1	SECRETARY OF STATE FOR INDIA IN COUNCIL (MISCELLANEOUS ACCOUNT): For Amount due for the Cost of Passages and Pay, &c., of Officers and Men forming part of the Crews for manning the Indian Coast Defence Flotilla; Value of Stores supplied; and Balance of Miscellaneous Expenses	2,344 13 –	—
1	BOARD OF CUSTOMS: For Value of Naval Stores supplied in 1894–95, &c.	47 2 8	—
1	BOARD OF TRADE (MARINE DEPARTMENT): For Value of Naval Stores supplied in 1894-95, &c.	317 19 1	—
1	BOARD OF TRADE (ROYAL NAVAL RESERVE ACCOUNT): For Advances out of Naval Grants on account of Expenses incurred for the Royal Naval Reserve in 1894–95	47,796 6 9	—
1	NAVAL SAVINGS BANKS: For Deposits in Naval Savings Banks by Seamen and Marines of the Royal Navy	- - -	242,659 12 5
1	COMMISSIONERS FOR THE REDUCTION OF THE NATIONAL DEBT: For portion of the Amount standing to the Credit of Depositors in Naval Savings Banks transferred to the Account of the Commissioners for the Reduction of the National Debt at the Bank of England for investment, and for Dividends thereon	236,950 5 3	—
3	ALLOTMENTS: For Amount of Allotments charged against Seamen, the refund of which had not been brought to account on the 30th September 1894	- - -	413 5 –
	Viz.:— Year 1890 £. s. d. 1 12 –; „ 1892 207 14 –; „ 1893 203 19 –; £. 413 5 –		
2	ALLOTMENTS: For Amount paid to Revenue Departments on account of Allotments of Seamen, &c.; the corresponding deductions from whose Wages have not yet been brought to account	31,824 11 9	—
	Viz.:— Year 1891 £. s. d. 18 – –; „ 1894 31,806 11 9; £. 31,824 11 9		
1,175	Carried forward £.	13,564,107 – 4	678,609 6 1

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	Dr. £.	s.	d.	Cr. £.	s.	d.
1,175	Brought forward	13,564,107	–	4	678,609	6	1
1	CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE: For Balance of Payments and Receipts on account of Stationery	19	11	5	—		
1	DIRECTORS OF CONVICT PRISONS: For Value of Provisions supplied	310	5	6			
1	OFFICE OF WORKS: For payment on account of Glass broken, the Cost remaining to be recovered	–	2	–	—		
1	GREENWICH HOSPITAL ACCOUNT: For Balance of Advances to Naval Funds on account of the payment of Greenwich Hospital Pensions, and for Payments from Naval Votes on behalf of Greenwich Hospital for Miscellaneous Services	–	–	–	58,782	16	10
1	SCIENCE AND ART DEPARTMENT: For Amount recovered on account of Wages, &c., the corresponding Charge not having been brought to account on the 30th September 1894	–	–	–	–	2	9
1	RECEIVER GENERAL, METROPOLITAN POLICE: For Advances towards the Fund for the Pensions of Metropolitan Police employed in the several Naval Establishments at Home	3,800	–	–	—		
1	POSTMASTER GENERAL (UNPAID POSTAGE ACCOUNT): For Value of Postage collected in Her Majesty's Ships on insufficiently paid Letters, remaining to be paid over on the 30th September 1894	–	–	–	–	8	4
1	POSTMASTER GENERAL (MISCELLANEOUS ACCOUNT): For Payment of Claims by the Postmaster General on account of Navy Allotments, and for Charges for Government Life Assurance Premiums on behalf of certain Admiralty Office Employés, the abatements from their Salaries not having been brought to account on 30th September 1894	20,742	19	–	—		
1	POSTMASTER GENERAL (NAVAL AND GREENWICH HOSPITAL PENSION ACCOUNT): For Balance of Advances on account of payment of Naval and Greenwich Hospital Pensions	618,378	10	7	—		
1,184	Carried forward £.	14,207,358	8	10	737,392	14	–

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	*Dr.* £.	s.	d.	*Cr.* £.	s.	d.
1,184	Brought forward	14,207,358	8	10	737,392	14	–
1	ROYAL MINT:						
	For the Value of Silver purchased and supplied to the Master of the Mint for Admiralty Medals	166	9	2	—		
1	HOME OFFICE:						
	For Value of Stores, &c., returned during 1894–95	–	–	–	–	14	11
1	CIVIL SERVICE COMMISSION:						
	For repayment of Fees recovered, the Credit not having been brought to account on 30th September 1894	–	3	6	—		
1	BOARD OF PUBLIC WORKS, IRELAND:						
	For Cost of erecting Flag Staff at Kingstown	4	6	3	—		
1	CHILIAN GOVERNMENT:						
	For Balance of Advances to Naval Funds on account of Chilian Officers training in Her Majesty's Navy	–	–	–	370	–	–
1	RUSSIAN GOVERNMENT:						
	For Value of Stores, &c., and of Labour expended in Docking Russian Man-of-War	112	5	3	—		
1	TURKISH GOVERNMENT:						
	For Expenses incurred for Docking, &c., the Turkish War Vessel "Moukadde-mei-Khair,"—Less Advances to Naval Funds on account of Pay of Turkish Lieutenants serving in Her Majesty's Navy	1,009	6	4	—		
1	SIAMESE GOVERNMENT:						
	For Balance of Advances to Navy Funds on account of Pay of Siamese Officer in Her Majesty's Navy	–	–	–	98	6	8
	NET AVAILABLE BALANCE on the 30th September 1894	–	–	–	13,470,789	3	9
1,192	£.	14,208,650	19	4	14,208,650	19	4

Number of Accounts.	DESCRIPTION OF ACCOUNTS.		AMOUNT.
			£. s. d.
1,192	As the foregoing Balances include Sums belonging to the Account for the Year 1894–95, the following Statement of the Amount due on the Grants for that Year is given, in order to show the state of the Grants for 1894-95 on the 30th September 1894, the date on which the Account for the Year 1893–94 was closed, viz.:—		
		£. s. d.	
	Grants for Naval Services for the Year 1894–95 - - -	17,366,100 - -	
	Deduct,—		
	Net Expenditure for Naval Services for the Year 1894–95, passed to Account up to the 30th September 1894, the Date when the preceding Balances were struck - - - -	3,854,378 15 11	
	Net Amount due on the Grants for 1894–95 - - - -		13,511,721 4 1
	Less,—	£. s. d.	
	Net Available Balance on the 30th September 1894 - -	13,470,789 3 9	
	Abate:—Amount advanced for Naval Defence Act purposes Section 1, 3 (c) - - - - - - - -	25,514 11 2	
			13,445,274 12 7
1,192	Excess Expenditure beyond the Grants for Naval Services for the Year 1893–94 (*see* page 4) - - - - - - - - - - - -	£.	66,446 11 6

Number of Accounts.	DESCRIPTION OF ACCOUNTS.	AMOUNT.
		£. s. d.
1,192	The same result may be obtained from the Balance Account, ended 31st March 1894, viz.:—	
	Net Expenditure for Naval Services for the Year 1893-94, passed to Account subsequent to the 31st March 1894 - - - - - - - - - - - -	5,474,409 6 9
	Less,—	
	Net Available Balance on the Grants for Naval Services for 1893-94 on the Books on the 31st March 1894 - - - - - - - - - - - - - -	5,407,962 15 3
1,192	Excess Expenditure beyond the Grants for Naval Services for the Year 1893-94 (*see* page 4) - - - - - - - - - - - - - - - - - - £.	66,446 11 6

G. FitzGerald,
Accountant General of the Navy.

CORRESPONDENCE.

Estimated Surpluses and Deficits on Votes generally.

(No. 2 E. 780—902.)

Sir, Admiralty, 21 March 1894.

I am commanded by My Lords Commissioners of the Admiralty to forward, for the information of the Lords Commissioners of Her Majesty's Treasury, a Statement showing, as nearly as can be ascertained, the surpluses and deficits which it is anticipated will arise on the Navy Votes for the year 1893-94.

2. This Statement is based on the latest information obtainable, more particularly as regards the stores to be received and the amount of work performed by Contractors. Subject to any unforeseen contingencies and the observance of the regulation against deferring payment to avoid an excess, my Lords consider that the deficits shown can be met by the surpluses enumerated.

3. My Lords will be pleased to receive the consent of their Lordships of the Treasury to utilise the surpluses in aid of the deficits shown, and direct me to state that the expenditure causing these deficits could not be postponed without detriment to the public service, but they wish me to add that expenditure abroad, and other circumstances over which they have no control, may cause a variation in the figures now given.

4. I am to add that, in compiling the enclosed Statement, allowance has been made for short contributions on account of the Ships in Indian waters (67,000 *l.*), and Indian Troopships (2,448 *l.*). This deficit is partly counterbalanced by anticipated extra receipts as regards the contribution from the Australasian Colonies (37,000 *l.*), Detachment of Royal Marines at Esquimalt (2,770 *l.*), Floating Defences of Indian Harbours (1,052 *l.*) and Maintenance of H. M. Troopships (2,314 *l.*).

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

STATEMENT referred to in the foregoing Letter.

Vote and Service.	Excesses over Exchequer Grants.	Surpluses of Exchequer Grants temporarily applicable.	Chief Causes.
VOTE 1:	£.	£.	
Wages, &c. to Seamen, &c. -	2,700	—	Excess arising from non-receipt of full contribution on account of Ships in Indian waters, and for Indian Troopships, reduced by extra receipts as regards the Australasian Squadron, Detachment of Marines at Esquimalt and Floating Defences of Indian Harbours, and numbers for Coast Guard and Royal Marines short-borne.
VOTE 3:			
Medical Services - - -	3,100	—	Excess arising from employment of Sick Berth Staff, Civilian Nurses, &c., to meet actual requirements of the Sick, in excess of estimated numbers, and during mobilisation; also increased pay to Labourers, and non-receipt of full contribution on account of Ships in Indian waters, reduced by an extra receipt in respect of the Australasian Squadron.
VOTE 5:			
Educational Services - -	—	1,300	Surplus arising from Numbers of Educational Staff, &c., for the Fleet short-borne, and Savings at the Royal Naval College, Greenwich.
VOTE 7:			
Royal Naval Reserve - -	5,000	—	Deficit arising on Contingent Expenses, and Lodging, &c., Allowances of Royal Naval Reserve Officers, also, increase in attendance of Royal Naval Reserve Men and Seamen Pensioners at Drill.
VOTE 8:			
Shipbuilding, Repairs, Maintenance, &c.:	—	—	Excess on Wages at Home Dockyards in connection with Repairs of Ships, principally on H.M.S. "Howe," and non-receipt of full contribution on account of Ships in Indian waters, reduced by an increase in amount of receipts from War Department as regards Her Majesty's Troopships, and saving on Wages at Hong Kong.
Section I.— Personnel Deficit - £. 16,300			
Carried forward - £.	10,800	1,300	

ESTIMATED SURPLUSES AND DEFICITS ON VOTES GENERALLY.

Vote and Service.	Excesses over Exchequer Grants.	Surpluses of Exchequer Grants temporarily applicable.	Chief Causes.
	£.	£.	
Brought forward - -	10,800	1,300	
VOTE 8—*continued.*			
Section II.— Matériel Deficit - - 53,500	—	—	Excesses arising on Metals, Hemp, Paint, Material and Coals and non-receipt of full contribution on account of Ships in Indian waters and deficit on sales of Old Ships. reduced by savings on Timber and Electrical and Torpedo Apparatus, and by extra receipts as regards the Australasian Squadron, and maintenance of H.M. Troopships, also Surplus on Sale of Old Ships.
Deficit - - £. 69,800			
Section III.— Contract Work Surplus - £.67,200			Work done by Contractors not so great as anticipated, and extra receipts as regards the Australasian Squadron and Floating Defences of Indian Harbours reduced by expense of Salvage of "Howe" and non-receipt of full contribution for Ships in Indian waters.
Net Deficit - 2,600			
From Naval Defence Fund 68,000			
Surplus - 65,400			
On Normal Services available for other Votes - -	—	65,400	
VOTE 9:			
Naval Armaments, Surplus - - £. 1,300			Excesses arising on Guns, Torpedoes, Small Arms, and Miscellaneous Stores and non-receipt of full Contribution for Ships in Indian waters reduced by Savings on Projectiles and Ammunition and by extra receipts as regards the Australasian Squadron and Floating Defences of Indian Harbours.
Payment into Naval Defence Fund - 20,000			
Deficit on Normal to be met out of other Votes - - - 18,700	18,700	—	
VOTE 10:			
Works, Buildings, &c. - -	—	6,000	Progress of work less than anticipated.
VOTE 11:			
Miscellaneous Services - -	15,200	—	Deficits arising on Passage Money (Sea Conveyance), Compensation for damage done by H. M. Ships, Compensation for loss of clothing, &c., by shipwreck, Gratuities for special services, and non-receipt of full Contribution in respect of Ships in Indian waters reduced by Savings on account of Piloting and Towing, Lighthouses and advertisements, and by extra receipts on account of the Australasian Squadron and as regards the contribution for Marines at Esquimalt.
VOTE 12:			
Admiralty Office - - -	—	2,900	Surplus arising chiefly on new appointments at lower rates of salary, reduced by increased expenditure on writers, &c.
VOTE 14:			
Naval Pensions, &c. - - -	17,700	—	Deficit due to contribution to the Funds of Greenwich Hospital on account of "Age Pensions," Pensions to Seamen and Marines, Pensions and Gratuities to widows and relatives of those drowned in the "Victoria," &c., and non-receipt of full Contribution for Ships in Indian waters, reduced by a Saving in respect of Compassionate Allowances, &c., and extra receipts on account of the Australasian Squadron and Floating Defences of Indian Harbours.
Balances Irrecoverable - -	12,000	—	Cash lost in the "Victoria," &c.
Total - - - £.	74,400	75,600	
	Net Surplus - £. 1,200.		

(4677—94.)

ESTIMATED SURPLUSES AND DEFICITS ON VOTES GENERALLY.

Sir, Treasury Chambers, 28 March 1894.

THE Lords Commissioners of Her Majesty's Treasury direct me to enclose, for the information of the Lords Commissioners of the Admiralty, with reference to your letter of the 21st instant, No. 2 E. 780—902, a copy of a Minute of to-day's date, which is about to be presented to the House of Commons, regarding the probable surpluses and excesses on Navy Votes, 1893–94.

The explanation of the excess on Vote 8, II., has been enlarged so as to include mention of the special purchases submitted in your other Letter of the 21st March, N. S. 371.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

TREASURY MINUTE, dated 28th March 1894, under Section 4 of the Appropriation Act, 1893 (56 & 57 Vict. c. 60), authorising the temporary application of Surpluses on certain Navy Votes for the year 1893–94 to meet Excesses on certain other Navy Votes for the same year.

MY Lords have before them a letter from the Admiralty, dated the 21st instant, representing the probable surpluses and excesses on Navy Votes for the year 1893–94, and that it would be detrimental to the public service to postpone the expenditure causing those excesses until provision can be made for it by Parliament in the usual course, and proposing therefore to defray such excesses, temporarily, out of the surpluses, viz. :—

VOTE AND SERVICE.	EXCESSES over Exchequer Grants.	SURPLUSES of Exchequer Grants temporarily applicable.	CHIEF CAUSES.
VOTE 1 :	£.	£.	
Wages, &c. of Seamen, &c. -	2,700	—	Excess arising from non-receipt of full estimated Contribution for Ships in Indian waters, and for Indian Troopships; reduced by additional receipts for the Australasian Squadron, Detachment of Marines at Esquimalt and Floating Defences of Indian Harbours, and by numbers for Coast Guard and Royal Marines being short-borne.
VOTE 3 :			
Medical Services - - -	3,100	—	Excess arising from employment of extra Sick Berth Staff Civilian Nurses, &c., to meet actual requirements of the sick, also from increased pay to Labourers, and non-receipt of full estimated Contribution for Ships in Indian waters; reduced by an extra receipt in respect of the Australasian Squadron.
VOTE 5:			
Educational Services - -	—	1,300	Surplus arising from Numbers of Educational Staff, &c., for the Fleet being short-borne, and by Savings at the Royal Naval College, Greenwich.
VOTE 7 :			
Royal Naval Reserves - -	5,000	—	Deficit arising on Contingent Expenses and Lodging, &c., Allowances of Royal Naval Reserve Officers; also due to increase in attendance of Royal Naval Reserve Men and Seamen Pensioners at Drill.
VOTE 8 :			
Shipbuilding, Repairs, Maintenance, &c. :	—	—	Excess on Wages at the Home Dockyards in connection with repairs of Ships, principally on H.M.S. "Howe"; augmented by non-receipt of full estimated Contribution for Ships in Indian waters; but reduced by an increase in amount of receipts from War Department for Her Majesty's Troopships, and saving on Wages at Hong Kong.
Section I.— Personnel Deficit - £. 16,300			
Section II.— Matériel Deficit - 53,500	—	—	Excesses (partly due to special purchases to take advantage of favourable market), on Metals, Hemp, Paint, Material, and Coals; augmented by non-receipt of full estimated Contribution for Ships in Indian waters, and a deficit on Sales of Old Ships, but reduced by savings on Timber and Electrical and Torpedo Apparatus, and by extra receipts for the Australasian Squadron, and maintenance of Her Majesty's Troopships.
Deficit - £. 69,800			
Carried forward - £.	10,800	1,300	

ESTIMATED SURPLUSES AND DEFICITS ON VOTES GENERALLY.

VOTE AND SERVICE.		EXCESSES over Exchequer Grants.	SURPLUSES of Exchequer Grants temporarily applicable.	CHIEF CAUSES.
		£.	£.	
Brought forward - -		10,800	1,300	
VOTE 8—*continued.*				
Section III.— Contract Work Surplus -	£.67,200	—	—	The work done by Contractors was not so great as anticipated. There were also additional receipts for the Australasian Squadron and Floating Defences of Indian Harbours.
Net Deficit -	2,600			
From Naval Defence Fund	68,000			
Surplus -	65,400			
On Normal available for other Votes - -		—	65,400	
VOTE 9:				
Naval Armaments Surplus - - -	£.1,300			Excesses arising on Guns, Torpedoes, Small Arms, and Miscellaneous Stores.
Payment into Naval Defence Fund -	20,000			
Deficit on Normal to be met out of other Votes - - -	18,700	18,700	—	
VOTE 10:				
Works, Buildings, &c. - -		—	6,000	Progress of work less than anticipated.
VOTE 11:				
Miscellaneous Services - -		15,200	—	Deficits arising on Passage Money (Sea Conveyance), Compensation for damage done by Her Majesty's Ships, Compensation for Loss of Clothing, &c., by shipwreck, Gratuities for Special Services, and from non-receipt of full estimated Contribution in respect of Ships in Indian waters; reduced by savings on account of Piloting and Towing, Lighthouses and Advertisements, and by additional receipts on account of the Australasian Squadron, and as regards the Contribution for Marines at Esquimalt.
VOTE 12:				
Admiralty Office - - -		—	2,900	Surplus arising chiefly on new appointments at lower rates of salary, but reduced by increased expenditure on Writers, &c.
VOTE 14:				
Naval Pensions, &c. - - -		17,700	—	Deficit due to Contribution to the Funds of Greenwich Hospital on account of "Age Pensions," to Pensions to Seamen and Marines, and to Pensions and Gratuities to Widows and relatives of those drowned in the "Victoria," &c.
Balances Irrecoverable - -		12,000	—	Cash lost in the "Victoria," &c.
TOTAL - -	£.	74,400	75,600	
Net Surplus -		£. 1,200.		

My Lords are causing certain inquiries to be addressed to the Board of Admiralty regarding some of the causes of the excess on Vote 9, but do not deem it necessary, on that account, to defer their covering sanction for it as part of the general Excesses on Navy Votes for the year.

Accordingly, under the powers given to them by Section 4 of the Appropriation Act, 1893, My Lords authorise the temporary defrayment of the foregoing Excesses out of Surpluses.

VOTE 5.

(N. P. 743—1234.)

Sir, Admiralty, 18 April 1893.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the "Caledonia" has been informed that a grant of 150*l.* has been made towards the "Outfit" of that ship, and is to be credited in the Boy's Fund Account, in addition to the Capitation Allowance of 12*s.* per boy, under the Training Regulations of 1889, Art. 181. Sub-Head F.

Owing, however, to the late date at which the Treasury Letter of the 29th March, No. 5057—93 was received, it was not possible to give such directions as would cause the payment to fall within the financial year 1892-93, the amount will therefore form a charge to Sub-head F. of Vote 5 in the accounts of the current year.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(6402—93.)

Sir, Treasury Chambers, 22 April 1893.

In reply to your letter of the 18th instant, No. 3, N. P. 743—1234. the Lords Commissioners of Her Majesty's Treasury direct me to say, for the information of the Lords Commissioners of the Admiralty, that they do not object to the charge of the Outfit Allowance of 150*l.* to the Training Ship "Caledonia" to Sub-head F. of Navy Vote 5 for 1893-94, provided it can be met out of savings on that Vote generally.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

VOTE 6.

(No. 5, I. C. 2682—3947.)

Sir, Admiralty, 28 October 1893.

I am commanded by my Lords Commissioners of the Admiralty to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that, acting under the authority conveyed in your letter of 13th March 1891, No. 3036, a contract was entered into in April 1891 for the construction and erection of a new South-east Dome at the Royal Observatory, Greenwich. Sub-Head B.

The manufacture did not progress with the rapidity at first anticipated, the delay being attributable to the exceptional character of the work; and out of the contract price of 850*l.* included in the provision of 1,000*l.* taken in the Navy Estimates, 1891-92, under Sub-head B. of Vote 6, it was only possible to pay 600*l.* on account.

Owing to the novelty of the design, and to the very unusual conditions which had to be satisfied, certain extra works were found to be necessary in order to make the Dome efficient, and the completion consequently did not take place until the present financial year.

To meet the payment of the balance of the contract price - - - - -	£. 250
And the amount which my Lords consider to be allowable for the extra works -	195
Total - - -	£. 445

provision of 50*l.* only in the Estimates of the Current year (Vote 6, Sub-head B.) is available.

My Lords, however, anticipate that there will be sufficient margin on the aggregate of the Vote out of which the excess can be defrayed; and they accordingly desire me to ask that the Lords Commissioners of Her Majesty's Treasury will give their sanction to the increase in the cost of the Dome occasioned by the expense of the extra works, viz., 195*l.*, and approve of the excess on the provision being met in the manner indicated.

My Lords would be glad to be favoured with an early reply, it being desired to close the account with the contractors as soon as practicable.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(15,873—93.)

Sir, Treasury Chambers, 7 November 1893.

The Lords Commissioners of Her Majesty's Treasury direct me to acknowledge the receipt of your letter of the 28th ultimo (No. 5, I. C. 2682—3947) relative to the new South-east Dome at the Royal Observatory, Greenwich, and to state in reply, for the information of the Board of Admiralty, that they sanction the excess of 45*l.* over the original estimate of total cost, and the excess of 395*l.* over the provision for the service during the current year, on condition that the latter excess be met out of savings on Vote 6 generally.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(No. C. 9302.)

Sir, Admiralty, 21 November 1893.

My Lords Commissioners of the Admiralty have had under their consideration an urgent representation from the Astronomer at the Cape Observatory of the necessity for temporarily strengthening the computing staff. The work, always fully sufficient for the limited Observatory staff, has this year been thrown into arrear by an epidemic of influenza, which incapacitated four members of the staff. Sub-Head D.

VOTE 6.

My Lords consider it essential that assistance should be given, and would propose to sanction the expenditure of 150*l.* for this purpose. The cost would be met out of the savings on Vote 6 C. of the Naval Estimates for 1893-94, caused by the vacating of the post of junior assistant.

The sanction of their Lordships of the Treasury to the employment of additional computers within the limit of cost proposed is therefore requested.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(16,954—93.)

Sir, Treasury Chambers, 4 December 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that, under the circumstances represented by the Board of Admiralty in your letter of the 21st ultimo (C. 9,302), they sanction an expenditure of not exceeding 150*l.*, chargeable to savings on Sub-Head C. of the Scientific Services Vote, 1893-94, in the employment of additional computers at the Cape of Good Hope Observatory, it being understood that the addition is only temporary.

I am, &c.

The Secretary to the Admiralty. (signed) *E. R. Welby.*

VOTE 8.

VOTE 8.—Section I.

(D. 714—1001.)

Sir, Admiralty, 27 March 1894.

Section I. I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that every endeavour has been made to keep the expenditure for Wages, Vote 8, I.B., at the Home Dockyards, within the amounts voted, but from various causes it has been found that without discharging numbers of workmen, and thus materially retarding the progress of work in hand which it was desired to press on, and in some cases to complete before the end of the Financial Year, it was impossible to prevent a deficit.

2. During the year extensive repairs have had to be effected in Her Majesty's Ship "Howe," after grounding off the Spanish coast, which were not anticipated when the Estimates for the year were prepared.

3. To these causes of the estimated deficit on the Wages Vote for 1893-94, amounting to about 15,000*l.*, must be added the rise of pay which has been given to the labourers (ordinary and storehouse) in Her Majesty's Dockyards, and which in itself amounts to about 4,500*l.*

4. As it has now been ascertained that the amount voted for Wages at the Naval Yards Abroad, Vote 8, I. F., will not be fully spent, it is proposed that the estimated surplus of about 5,000*l.* shall be set off against the deficit of 15,000*l.* at the Home Yards, thus leaving a net deficit on Vote 8, I., Sub-heads B. and F., of 10,000*l.*

5. These figures are exclusive of any adjustment that may result from a decision of the question referred for the consideration of their Lordships by my letter of the 3rd March, a reply to which is requested as soon as possible.

I am, &c.

The Secretary, Her Majesty's Treasury. (signed) *Evan MacGregor.*

(4945—94.)

Sir, Treasury Chambers, 31 March 1894.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 27th instant (D. 714—1001) respecting a net deficit of 10,000*l.* on Vote 8, I. (Personnel of Dockyards) for 1893-94, and they direct me to say, for the information of the Lords Commissioners of the Admiralty, that their covering sanction for this excess has been conveyed in the Treasury Minute on the forecast of the out-turn of Navy Votes for the current year, submitted in your letter of the 21st instant.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(N. S. 371—2576.)

Sir, Admiralty, 21 March 1894.

Sections II. and III. I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of their Lordships of the Treasury, that, with a view to expedite the work in connection with next year's shipbuilding, orders have been given for the supply from contractors of Plates, Angles, and other shipbuilding materials, to the extent of about 60,000*l.*, for delivery and payment before the 31st March instant at the cost of Vote 8, Section 2, and it is proposed to meet the cost of these materials as far as requisite from anticipated savings under Vote 8, Section 3, (further programme).

2. My Lords will be glad to be informed of the concurrence of their Lordships of the Treasury in this arrangement, which will not affect the state of the Vote, as shown in letter to the Treasury of this day's date.

3. This letter was drafted in January, but was delayed until more accurate information as to the anticipated surplus on Vote 8, Section 3, should be obtained. My Lords regret, that by an oversight, the letter was not sent to the Treasury in the month of February.

I am, &c.

(signed) *Evan MacGregor.*

The Secretary to the Treasury.

P.S.—It may be observed that the materials referred to were, owing to the state of the markets, purchased under very favourable circumstances.

Vote 8.

(4702—94.)

Sir, Treasury Chambers, 29 March 1894.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 21st instant (N.S. 371—2576) representing the expedience, in the public interest, of effecting the purchase at exceptionably favourable prices, of Plates, Angles, and other shipbuilding materials, to the value of 60,000*l.*, notwithstanding that this purchase will involve an excess on Vote 8, Section II, for 1893–94.

My Lords accept the expression of regret on the part of the Lords Commissioners of the Admiralty that this application was not made in February, when the orders were given to the Contractors.

The circumstances, however, seem to warrant my Lords in giving their covering sanction to the purchase under Section 4 of the Appropriation Act, 1893. The consequent excess will be included in the Treasury Minute dealing with the probable out-turn of Navy Votes for 1893–94, and will be met out of a surplus expected on Vote 8, III.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D. W. 1964—2932.)

Sir, Admiralty, 23 May 1894.

With reference to your letter of the 19th March 1894, No. 3353—94, relative to a retrospective sanitary rate at Gibraltar amounting to 262*l.* 17*s.* 6*d.*, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that through inadvertence payment was not made in 1893–94 ; I am therefore to request that sanction may be given to payment in 1894–95, out of anticipated savings on other items under Navy Vote 8, Section II., Sub-head I. Section II

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(8276—94.)

Sir, Treasury Chambers, 31 May 1894.

The Lords Commissioners of Her Majesty's Treasury direct me to say, for the information of the Lords Commissioners of the Admiralty, in reply to your letter of the 23rd instant, D. W. 1964—2932, that they sanction payment in 1894-95, out of anticipated savings on other items under Navy Vote 8, Section II., Sub-head I., instead of in 1893–94, as previously authorised, of the sum of 262*l.* 17*s.* 6*d.* due in respect of a retrospective sanitary rate at Gibraltar. Section II., Sub-Head I.

I am, &c.

The Secretary to the Admiralty. (signed) *Francis Mowatt.*

VOTE 9.

Vote 9.

(G. 804—1697.)

Sir, Admiralty, 5 March 1894.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that in consequence of urgent representations made by the War Department, towards the end of January last, that it would be necessary to discharge a number of workmen in the Ordnance Factories, unless further orders for Naval Ordnance Stores were at once given, my Lords deemed it right under the circumstances to anticipate to the extent of 12,000*l.* the orders proposed to be given at the commencement of next financial year.

2. My Lords took this step in the belief that it will be possible to meet this additional expenditure out of savings either on Vote 9 or on the aggregate Naval Votes for 1893–94. My Lords having inadvertently (in treating the case as urgent) omitted to lay the matter before their Lordships of the Treasury, have now to request their covering sanction.

3. I am to add that Vote 9 for 1894-95 will be reduced by about the same amount in consequence of this additional expenditure in 1893–94.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor*

(3718—94.)

Sir, Treasury Chambers, 27 March 1894.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 5th instant (G. 804–1697), in which the Lords Commissioners of the Admiralty state that, in order to prevent a discharge of workmen from the Ordnance Factories, they had given orders in January last for naval warlike stores to the value of 12,000*l.*, for which no provision had been made by Parliament in the Navy Votes of the year.

From the forecast of the out-turn of Navy Votes for 1893–94, enclosed in your letter of the 21st instant, it appears that the orders in question have caused an excess on Vote 9 to their full amount.

My Lords do not think that it would be to the public interest that they should withhold their sanction to the temporary defrayment of the excesses shown in that forecast out of savings on other Navy Votes. Nevertheless, they must ask for further explanation of this particular excess on Vote 9.

Their Lordships find it difficult to reconcile the statement that these orders were necessary to prevent an undue discharge of workmen with the fact that a Supplementary Estimate was presented to Parliament on 12th instant for a gross sum of 310,000*l.* to enable the Ordnance Factories to execute orders in excess of those contemplated when the Original Estimate was framed.

If business was so slack in January last that, at the solicitation of the War Department, the Admiralty ventured to overstep the law in order apparently to prevent a public outcry against the discharge of workmen in mid-winter, it is at least singular that two months later business should have swollen so prodigiously that Parliament had to be asked to increase the gross provision for the Ordnance Factories by nearly 16 per cent.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

VOTE 9.

(57—2—6904.)

Sir, War Office, Pall Mall, S.W., 27 April 1894.

I AM directed by Mr. Secretary Campbell-Bannerman to send you the enclosed copy of a letter addressed by him to the Treasury, in reply to a letter from that Department, forwarding copies of Admiralty letter G. 804—1697 of 5th March last and the Treasury reply thereto.

I am, &c.

The Secretary to the Admiralty. (signed) *R. H. Knox.*

(70—Gen. No. 7788.)

Sir, War Office, Pall Mall, 27 April 1894.

MR. Secretary Campbell-Bannerman has had under consideration two Treasury letters dealing with the Supplementary Estimate for the Ordnance Factories in 1893–94 (Nos. 3668 of 13th ultimo and 3718 of 27th ultimo), and directs me, in reply to the questions they contain, to give the following fuller explanation :—

When the Estimate for the factories in 1893-94 was originally drawn up, after a general consideration of the sources from which the warlike and other stores provided for in Army and Navy Estimates were to be supplied, it appeared that sums of 810,000*l.* and 870,000*l.* would be expended in the Factories from Army and Navy Votes respectively, and the Estimate for Wages and Materials was based on these figures.

After the financial year had begun and progress had been made with the placing of orders, it became apparent that, taking into consideration the work to be done by the factories for Colonies and other small customers on repayment to the Army, a further sum of some 160,000*l.* would be available for factory expenditure from Army Vote 9 after the contract purchases and local expenditure had been duly provided for, without any excess being thereby caused on the Army Vote.

It also appeared that in putting the Navy expenditure at 870,000*l.*, the value of the Gunpowder to be supplied from Navy stocks to the factories to be made up into cartridges, &c., had not been included. The value of such gunpowder is, in the first instance, paid over from the Factory Vote to the Navy, and subsequently re-charged to the Navy through the Factory accounts and brought to credit in the Appropriations in aid of the Factory Vote. This had, therefore, the effect of placing a further sum at the disposal of the Factories for Naval expenditure, without causing any excess on Navy Votes.

As the year progressed, it further became apparent that the estimated receipts under Sales of Old Stores, &c., would be exceeded by some 20,000*l.*

Accordingly, towards the close of the year, when the actual progress of events had enabled the figures to be estimated with some degree of accuracy, Mr. Campbell-Bannerman put forward the Supplementary Estimate to cover the further receipts of 160,000*l.* from the Army, 130,000*l.* from the Navy, and 20,000*l.* from Sales ; in all, 310,000*l.*

It was none the less necessary, in January last, to press the Admiralty to place certain orders with the Factories earlier than had been intended. With the exception of the 12,000*l.* then granted by the Admiralty, the expenditure covered by the Supplementary Estimate was within the amounts voted for Stores for the Army and Navy, and the Factories had been aware, long before this question arose, of the increased demands to be made on them, and had in a general way regulated their working strength accordingly.

But it is necessary not only to provide a gross sum sufficient to pay the total wages of the year, but also to find sufficient work for each of the many different trades employed. It so happened that the progress made towards completing existing orders in the Gun Factory was so rapid that by January it had become clear that if further orders for guns could not be given, it would be necessary to discharge valuable skilled men whom it would not be easy to replace when their services were wanted again, as they were certain to be, at the beginning of April. For this reason the Admiralty was applied to with a view to their providing sufficient work to keep these men employed out of that which was known to be contemplated in the Navy Estimates of 1894-95.

I am, &c.

The Secretary to the Treasury. (signed) *R. H. Knox.*

VOTE 10.

VOTE 10.

(D.W. 2023—1443.)

Sir, Admiralty, 22 March 1893.

I AM commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that it is considered necessary to provide, as early as possible, increased accommodation at the Portsmouth Naval College, for the additional number of sub-lieutenants, who at present are obliged to live on board Her Majesty's Ship "Marlborough."

The cost of the requisite alterations at the college is estimated at 550*l.*, and as it is most desirable on the grounds of discipline, and for the general welfare of the officers, that they should be lodged in the College, I am to request that you will be so good as to move their Lordships of the Treasury to sanction this expense out of the aggregate of Navy Vote 10, for 1893–94.

Special provision for this service was not made in that Vote, as at the time the Estimates were prepared the matter was still under discussion.

My Lords have, however, during a recent visit to Portsmouth, satisfied themselves as to the necessity of the work required.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

Vote 10.

(4893—93.)

Sir, Treasury Chambers, 27 March 1893.

In reply to your letter of the 22nd instant, D. W. 2,023—1,443, respecting the cost of providing additional accommodation for Sub-Lieutenants at the Naval College, Portsmouth, I am directed by the Lords Commissioners of Her Majesty's Treasury to observe that, as the cost of this work is less than 1,000*l.*, its proper place in the Estimate would have been within the Item of 12,780*l.* taken under Part II. of the Works Estimate 1893-94, for Portsmouth District. Subject to Section 7 of the Treasury Minute of 24th November 1870, it is open to the Board of Admiralty to apportion this Item to minor works in the District, as they think proper, provided they do not exceed it; and my Lords suggest that the right course to take, if this enlargement of the Naval College be really urgent, is to spend the requisite 550*l.* out of the above-mentioned Item as soon as the money is available, and to determine, if possible to save it on the Item by postponing or reducing some other service comprised in it.

I am, &c.

The Secretary, Admiralty. (signed) *R. E. Welby.*

(D.W. 3651—2947.)

Sir, Admiralty, 3 June 1893.

I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that with a view of increasing the accommodation for long ships of Her Majesty's Navy at Devonport, it is most necessary that certain dredging should at once be undertaken at an estimated cost of 5,000*l.*, for which no special provision has been made. Sub-Head B.

My Lords would propose to meet this expenditure by making a corresponding reduction under Item 8 of Navy Vote 10, Sub-Head B. Completing Docks 14 and 15, Portsmouth, and I am to request that Treasury sanction may be given accordingly.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(8978—93.)

Sir, Treasury Chambers, 10 June 1893.

I am directed by the Lords Commissioners of Her Majesty's Treasury to say, for the information of the Lords Commissioners of the Admiralty, in reply to your letter of the 3rd instant (D.W. 3651—2947), that my Lords sanction the diversion of 5,000*l.* from the item in Sub-Head B. of Vote 10, 1893-94, "Portsmouth (8) Completing Docks 14 and 15, 20,000*l.*," to certain dredging operations at Devonport, which are stated to be "most necessary."

My Lords regret, however, that the necessity was not foreseen when the Estimate was framed.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 1723—3081.)

Sir, Admiralty, 10 June 1893.

I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that it is considered necessary to provide at Kowloon Naval Yard a shed for the preservation of Stores now deteriorating in the open air. Sub-Heads C. and K.

The cost of the shed is estimated at 1,500*l.*, and my Lords propose to spend 650*l.* this year, chargeable to Navy Vote 10, Part I., Sub-head C., and to include the balance 850*l.* in Vote 10 for 1894-95.

A sum of 750*l.* is provided this year under Sub-head K. of Vote 10 for a Lay Apart Store for Torpedo Boat Stores at Kowloon; but as it has been found practicable to utilise existing buildings for this purpose at an estimated cost of 100*l.*, there will be a balance of 650*l.* available to meet the expenditure this year on the new shed.

I am to request that you will be so good as to move their Lordships of the Treasury to sanction the above proposal.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(9343—93.)

Sir, Treasury Chambers, 23 June 1893.

The Lords Commissioners of Her Majesty's Treasury direct me to say, in reply to your letter of the 10th instant (D.W 1723—3081) proposing an expenditure of

650*l.* in 1893-94 } 1,500*l.*
850*l.* in 1894-95 }

in building a Store Shed at Kowloon Naval Yard, that the Lords Commissioners of the Admiralty must be aware of the reluctance with which my Lords sanction the commencement of works, for which no provision has been made in the Estimates of the year in which they are begun, and thereby practically commit Parliament to providing for their completion in the Estimates of a succeeding year.

If, however, the Board of Admiralty are convinced that serious damage may be caused to a large amount of valuable stores by the postponement of the execution of the work, my Lords sanction the proposed expenditure, on condition that the sum spent in part of it, during the current year, is met by an equal saving on the provision, under Sub-head K. of Vote 10, for a "Lay-apart" Store for Torpedo Stores at Kowloon.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

VOTE 10.

(D.W. 4068—3959.)

Sir, Admiralty, 25 July 1893.

Sub-Heads C. and L.

I AM commanded by My Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that a representation has been made from Jamaica as to the dangerous state of a portion of No. 2 Coal Wharf, for which 1,000*l.* is taken this year under Navy Vote 10, Sub-head C., and as to the necessity for reconstructing the whole of the wing at a total estimated cost of 1,750*l.*

As it is important that the work should be commenced at once, and the whole of it carried out at the same time, my Lords have telegraphed instructions to proceed with it in anticipation of Treasury sanction, which I am to request may now be given on the understanding that the excess of 750*l.* on this year's provision will be met out of savings to be effected on the Grant for Ordinary Repairs at Jamaica Yard under Sub-head L. of the same Vote.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(11,646—93.)

Sir, Treasury Chambers, 29 July 1893.

I am directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Board of Admiralty, in reply to your letter of the 25th instant (D.W. 4068—3959), that since it is held to be urgently necessary to reconstruct at once the whole of the work connected with the No. 2 Coal Wharf at Jamaica, for which provision to the extent of 1,000*l.* is made in Vote 10 for the current year, their Lordships sanction the execution of the further work referred to at a total estimated cost of 1,750*l.*, on the understanding that the excess of 750*l.* on this year's provision will be met out of savings to be effected on the Grant for Ordinary Repairs at Jamaica Yard under Sub-head L. of the same Vote.

I am, &c.

The Secretary, Admiralty. (signed) *R. E. Welby.*

(D.W. 5437—4378.)

Sir, Admiralty, 18 August 1893.

Sub-Heads B. and E.

WITH reference to your letter of the 17th February 1893, No. 2500—93, conveying Treasury approval of the Naval Works Estimate, 1893–94, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the sum of 6,000*l.*, taken this year under Sub-head B. of Vote 10, for deepening the channel in the Medway, has now been nearly exhausted, while there still remains a considerable quantity to be dredged before the necessary width and depth of water can be obtained. This further dredging will involve an excess of about 5,000*l.* on the provision in the present year, and of about 3,700*l.* on the approved total estimate of 16,000*l.* The expenditure to 31st March 1893 was approximately 8,700*l.*

The reason of the excess is that over a large portion of the channel the soft stuff in the shallower part of the adjacent river bed is carried by the current into the deeper channel formed by dredging, and it will be necessary to continue the dredging until the sides of the cutting are flattened out so as to form a natural slope.

My Lords consider it is a matter of absolute necessity that a deep-water channel shall be provided as early as possible, to allow the largest ships of the Navy to proceed to and from Chatham at every tide. The work is, therefore, being proceeded with, and I am to request that you will move their Lordships of the Treasury to give their covering sanction to the expenditure of the additional 5,000*l.*, which it is estimated will be required in the present financial year to complete the channel, on the understanding that the excess will be met out of the savings to be effected on Portsmouth New Docks and Chatham Naval Barracks (conversion of Convict Prison), under Navy Vote 10, Part I., Sub-heads B. and E., 1893-94.

I am, &c.

The Secretary to the Treasury. (signed) *R. D. Awdry.*

(12,855—93.)

Sir, Treasury Chambers, 4 September 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to inform you, in reply to Mr. Awdry's letter of the 18th ultimo (D.W. 5347—4378), that as the Lords Commissioners of the Admiralty represent the matter to be one of absolute necessity, my Lords sanction a further expenditure of 5,000*l.* this year, in addition to the 6,000*l.* taken under Vote 10, in deepening the channel of the River Medway, on condition that the same be met out of savings on the other services mentioned by you.

I am, however, to point out that the original Estimate for this service was 10,000*l.* only, which was increased to 11,000*l.* in your letter of the 11th November last, and that the expenditure now sanctioned will bring the total up to almost double the former sum.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 6090—5090.)

Sir, Admiralty, 29 September 1893.

Sub-Head C.

I AM commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that in view of a threatened water famine at Gibraltar, certain Distilling Apparatus has been sent out to the Naval Yard there, and my Lords have authorised an expenditure estimated at 400*l.* for the necessary foundations, chimney, &c., out of savings to be effected on the aggregate of Navy Vote 10, 1893–94.

The boilers for the condensers are now in place, and the condensers and machinery are ready for fixing.

It appears, however, that before the work can be completed, it will be necessary to provide at once suitable protection for the machinery by the erection of a shed over it, at an additional estimated cost of 230*l.*, or a total of 630*l.*

I am to request that you will move their Lordships of the Treasury to sanction the total expenditure out of savings on the aggregate of Navy Vote 10.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(14,516—93.) Vote 10.

Sir, Treasury Chambers, 4 October 1893.

As recommended by the Lords Commissioners of the Admiralty, in your letter of the 29th ultimo (D.W. 6090—5090), the Lords Commissioners of the Treasury sanction a total outlay, from the Navy Works Vote (10) of this year, of 630*l.* in connection with the erection of certain Distilling Apparatus, &c., at Gibraltar, on condition that the expenditure be met out of savings on that Vote generally.

I am, &c.

The Secretary to the Admiralty. (signed) *Frank Mowatt.*

(15,558—93.)

Sir, Treasury Chambers, 4 November 1893.

The Lords Commissioners of Her Majesty's Treasury have had before them your further letter of the 21st ultimo, from which they learn that the provision of the proposed additional defences for Portland Harbour is, in the opinion of the Lords Commissioners of the Admiralty, a most pressing question, with a view to the protection of Her Majesty's ships from torpedo attack, and that it will involve no Supplementary Estimate for Naval Services.

Their Lordships direct me to state that they defer to these representations of the Board of Admiralty, and give their consent to the undertaking, on condition that the 8,000*l.* (out of 18,000*l.* for a small breakwater and detached piers), to be spent this year, be met out of Navy Vote 10 by suspending other works. But they would ask what the works to be suspended are.

I am, &c.

The Secretary, Admiralty. (signed) *R. E. Welby.*

(D.W. 2865—3573.)

Sir, Admiralty, 6 July 1893. Sub-Head II.

I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that it has become urgently necessary to purchase certain property at Malta, known as Horn's Factory.

The premises now divide Government property and wharfage, as shown on the plan herewith.

They are a source of great danger at this time, and will become more so because of their proximity to the present and proposed Naval Magazines, owing to the risk of explosion by sparks from the factory chimney. They also afford access to persons not subject to Admiralty control. *Plan No. 10,637.*

The factory consists of two engineering shops, held under separate leases which will expire in 1962.

The value of the leases is estimated by the Superintendent of Public Works at 4,754*l.*, and the leaseholders require 2,600*l.*, which the Crown Advocate states is very reasonable.

The freehold can be acquired from the Civil Government for 576*l.*, making 3,176*l.* in all.

The acquisition of this property is absolutely necessary, and its value is likely to increase as further Government Works are carried out.

I am, therefore, to request that you will move their Lordships of the Treasury to assent to its purchase for the sum of 3,176*l.*, the expenditure being met as follows:—

£2,000, out of the provision, under Navy Vote 10, Part 1., Sub-head II., for improvements to Magazines, &c., at Malta, and 1,176*l.* out of savings on other items of the same Vote.

In addition to the above, it will be necessary to acquire other property at Malta in connection with Naval Magazine accommodation, &c., and negotiations are in progress with a view of ascertaining the terms, as regards which a further communication will be made to their Lordships of the Treasury.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(10,753—93.)

Sir, Treasury Chambers, 18 July 1893.

I am directed by the Lords Commissioners of Her Majesty's Treasury to state that, in view of the representations of the Board of Admiralty in your letter of the 6th instant (D.W. 2865—3573), that the acquisition of the property at Malta, known as Horn's Factory, is absolutely necessary on account of its proximity to the existing and proposed Naval Magazines, their Lordships are much surprised that no provision was made for it in the Naval Works Estimate for 1893–94. Under the circumstances, however, they cannot withhold their assent to its being purchased at the price of 3,176*l.* in all, including the freehold as well as the leaseholder's interests in the property. The expenditure will be met, as to 2,000*l.*, out of the provision made in the current year's Works Vote, Part I., Sub-head II, and the balance of 1,176*l.* out of the savings to be effected on other items of the same Vote.

Their Lordships will await the further communication foreshadowed in your letter in regard to the acquisition of other property in the Island connected with Naval Magazine accommodation, &c.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 7123—5714.)

Sir, Admiralty, 10 November 1893.

With reference to your letter of the 18th July 1893, No. 10,753—93, respecting the purchase of Horn's Factory at Malta, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that it is now ascertained that the War Office will be able to proceed with the improvements to Magazines and Accessories at Malta, for which 2,000*l.* is provided under Navy Vote 10, Sub-Head II., 1893–94.

As this work is of an urgent character, my Lords have asked the War Office to proceed with it, and I am to request that you will move their Lordships of the Treasury to sanction the appropriation, towards the purchase of Horn's Factory, of the 2,000*l.* taken for Improvements to Magazines at Gibraltar, instead of the 2,000*l.* taken for Improvements to Magazines at Malta.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

VOTE 10.

(16,466—93.)

Sir, Treasury Chambers, 18 November 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Board of Admiralty, that, as stated in your letter of the 10th instant (D.W. 7123), they sanction the appropriation towards the cost of purchasing Horn's Factory at Malta of the provision of 2,000*l.* made under Sub-head II. of Vote 10, for the current year, for Improvements to Magazines at Gibraltar, instead of the application sanctioned by this Department in July last of a similar sum which will now be needed for the "Improvements to Magazines and Accessories at Malta," for which purpose it was provided in the Vote.

I am, &c.
The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 7378—6043.)

Sir, Admiralty, 24 November 1893.

Sub-Heads K. and L.

BY letter of the 29th July 1893, No. 11,646—93, the Lords Commissioners of Her Majesty's Treasury sanctioned an excess of 750*l.* on certain Works at No. 2 Coal Wharf, Jamaica, on the understanding that the excess would be met out of savings to be effected on the Grant for Ordinary Repairs at Jamaica Yard, under Sub-head L. of Navy Vote 10.

Owing to unforeseen calls on the Ordinary Repairs Vote at Jamaica Yard for necessary services, funds cannot now be spared from this source, but the excess of 750*l.* on No. 2 Coal Wharf can be met by savings to be effected on the grant for other items at Jamaica Yard and Hospital, under Sub-heads K. and L. of Vote 10, and I am commanded by the Lords Commissioners of the Admiralty to request that you will be so good as to move their Lordships of the Treasury to sanction this arrangement.

I am, &c.
The Secretary to the Treasury. (signed) *Evan MacGregor*

(17,202—93.)

Sir, Treasury Chambers, 2 December 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Board of Admiralty, that, as requested in your letter of the 24th ultimo (D.W. 7378—6043), they approve of the excess expenditure of 750*l.* (already authorised) on the Works at No. 2 Coal Wharf, Jamaica Yard, being met out of savings generally on other items at the Yard and Hospital provided for in Sub-heads K. and L. in Vote 10 for the current year.

I am, &c.
The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 7283—6192.)

Sir, Admiralty, 4 December 1893.

Sub-Heads B. and L.

I AM commanded by the Lords Commissioners of the Admiralty to request that you will be so good as to move the Lords Commissioners of Her Majesty's Treasury to give their sanction to an excess of 2,385*l.* on the provision of 16,000*l.* for Ordinary Repairs and Maintenance at Portsmouth Dockyard, under Navy Vote 10, Part III., Sub-head L., 1893-94.

The excess will be caused by the proposed transfer of surplus Stores, Tools, and Plant from the Extension Works, which are now completed, and the accounts of which have to be closed before 31st March next.

No alteration will be made in the Aggregate Expenditure under Vote 10, as a similar sum will be credited to Sub-head B., Portsmouth Extension of the Yard.

I am to add that the value of the Stores, &c., to be transferred from the Extension Works is a *bonâ fide* value, and covers an expenditure which would otherwise be incurred, and which will be saved by the transfer of the Stores.

The procedure is similar to that recently adopted in the case of the Malta Dockyard Extension (Treasury letter of 14th July 1893, No. 10,402—93).

I am, &c.
The Secretary to the Treasury. (signed) *Evan MacGregor.*

(17,613—93.)

Sir, Treasury Chambers, 12 December 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Board of Admiralty, that they approve of the arrangement submitted in your letter of the 4th instant (D.W. 7283), whereby the value of certain surplus Plant and Stores provided for the Extension Works (now completed) at Portsmouth Dockyard, and henceforth to be appropriated to repairs, will be debited against the provision made under Sub-head L. of Vote 10 for the current year, for "Ordinary Repairs," &c., at the yard, thus causing an excess thereon of 2,385*l.*, a similar amount, however, being credited to Sub-head B. of the same Vote.

I am, &c.
The Secretary to the Admiralty. (signed) *R. E. Welby.*

Vote 10.

(D.W. 338—869.)

Sir, Admiralty, 22 February 1894.

With reference to your letter of the 20th October 1893, No. 15075—93, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that a report has now been received from the Commander-in-Chief at Malta dealing with the rights of way (on the west side of French Creek) which it is proposed to extinguish.

The right of way to the naval parade ground could be purchased from the owners of the adjoining property interested at an estimated cost of 234*l.*; but if the whole of the properties affected were purchased outright, the right of way would at the same time become extinguished, and the estimated cost is 1,350*l.*, based on definite offers received for most of the plots in question.

A certain portion of the land must in any case be acquired to meet magazine requirements, and the remainder will be valuable to the Admiralty for future extension. The price, by comparison with other property purchased, is extremely reasonable, and its acquisition on such terms would form a very important factor in connection with the forthcoming arbitration with the Civil Government as to property on Corradino Heights, required for the 200 yards' zone round magazine.

My Lords, therefore, consider the purchase very desirable, and as prices may go up in view of the above-mentioned arbitration, early action is necessary. I am to request that you will be so good as to move their Lordships of the Treasury to sanction the proposed purchase at once, at an estimated cost of 1,350*l.*, chargeable to Navy Vote 10, to be met out of savings on the aggregate of that Vote.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(3024—94.)

Sir, Treasury Chambers, 28 February 1894.

In reply to your letter of the 22nd instant (D.W. 338), I am directed by the Lords Commissioners of Her Majesty's Treasury to state that if in the opinion of the Board of Admiralty it is desirable on the grounds of naval requirements, immediate and prospective, as well as of economy, to acquire the entire property therein referred to, needed to extinguish the rights of way on the west side of French Creek, Malta, their Lordships will not oppose its purchase at the estimated price of 1,350*l.*, chargeable to Vote 10 for the current year and to be met out of savings on the aggregate of that Vote.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 6677—5096.)

Sir, Admiralty, 29 September 1893.

I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that a recent survey of Plymouth Sound shows that considerable silting has taken place within the Breakwater, reducing the available depth of water in certain places by from three to five feet. Sub-Head B.

The depths, never great, are now such that at low water ordinary spring tides the heaviest draught battle ships will only have from six inches to seven feet under their bottoms, and even less at exceptionally low tides, which occasionally occur; the fluke of an Admiralty anchor would, in fact, reach the bottom of the ships anywhere if they happened to swing over it.

My Lords have given careful consideration to the question during their inspection at Plymouth, and they are of opinion that it is of the greatest importance that dredging operations should be commenced with a view to preventing accidents to Her Majesty's ships, which may involve serious consequences and a large expenditure of money.

It is proposed to enter into a contract at once for the most urgent part of the work to the extent of 15,000*l.*, and I am to request that you will move the Lords Commissioners of Her Majesty's Treasury to sanction the expenditure of this sum, on the understanding that it will be met out of the aggregate of Navy Vote 10, by postponing such works as can be deferred until 1894-95.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(14,564—93.)

Sir, Treasury Chambers, 12 October 1893.

The Lords Commissioners of Her Majesty's Treasury request you to inform the Lords Commissioners of the Admiralty that they much regret to receive your letter of the 29th ultimo (D.W. 6677—5096), proposing an outlay of 15,000*l.* for dredging the "most urgent part" of Plymouth Sound, so soon after they had reluctantly sanctioned an additional expenditure of 5,000*l.* for dredging in the Medway.

It must be remembered that the original provision for dredging (as distinct from dredging plant) in Navy Vote 10 for the current year amounts to 25,060*l.*, or 5,885*l.* more than the like provision last year. This original provision has since been raised, by the addition just mentioned, to the very large sum of 30,000*l.*; and it surprises my Lords that, if the need of dredging at Plymouth be so pressing as it is now described, no place for the commencement of it could have been found in the original or revised programme.

The Board of Admiralty must be aware of the obligation resting, in a special degree this year, upon all spending Departments, not merely to avoid a Supplementary Estimate, but, if possible, to effect savings on their Original Estimate, which may help the Chancellor of the Exchequer to escape a deficit on the 31st March next. The offer, therefore, of the Board to postpone other works, of equal cost to the proposed expenditure, until 1894–95, would be far from sufficient to reconcile my Lords to the scheme if the service were of an ordinary character.

On the assumption, however, that a continuance of the present state of things in Plymouth Sound exposes Her Majesty's ships, from day to day, to imminent risk of serious damage, my Lords do not feel justified in withholding assent to a contract being entered into at once by the Admiralty for dredging the Sound, up to an amount not exceeding 15,000*l.* in this year.

But my Lords must ask for a statement of the particular works which are to be postponed so as to admit of this expenditure being incurred without any net excess on Vote 10.

They would also ask what is the estimated total cost of the requisite dredging in Plymouth Sound?

I am, &c.

The Secretary to the Treasury. (signed) *Frank Mowatt.*

Vote 10.

(D.W. 7248—5824.)

Sir, Admiralty, 6 November 1893.

With reference to your letter of the 12th October 1893, No. 14564—93, respecting dredging in Plymouth Sound, I am commanded by the Lords Commissioners of the Admiralty to forward, for the information of the Lords Commissioners of Her Majesty's Treasury, the attached list showing how the necessary expenditure of 15,000*l.* can be met out of Navy Vote 10, 1893-94, without excess.

I am to add that the estimated total cost of the requisite dredging in Plymouth Sound is 36,000*l.*, and the subject will be considered with Annual Estimates 1894-95.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

PLYMOUTH SOUND DREDGING.

LIST of Works provided for in Navy Vote 10, 1893-94, which it is proposed to postpone to meet the cost of the above.

		£.
Sub-head B.—Portsmouth	New jetty at North Wall (part)	4,000
„ E.—Chatham	Conversion of Convict Prison into Naval Barracks	2,500
„ F.F.—Lewes	Extension, &c., of Prison Cells	2,500
„ H.—Coast Guard Stations	Purchase and Erection of New Coast Guard Buildings, and Purchase of Sites (part)	2,000
„ I.—Portsmouth	New Rifle Range, Tipner (part)	2,000
„ I.I.—Upnor	Police Quarters	2,000
	£.	15,000

(D.W. 1433—1790.)

Sir, Admiralty, 10 April 1894.

With reference to your letters dated 10th June 1893, No. 8978—93, and 12th October 1893, No. 14,564—93, conveying the sanction of the Lords Commissioners of Her Majesty's Treasury to the expenditure of 5,000*l.* and 15,000*l.* on the work of dredging the Hamoaze and Plymouth Sound, chargeable to the Aggregate of Navy Vote 10, 1893-94, I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of their Lordships of the Treasury, that the sum allowed for dredging the Sound, 15,000*l.*, has been expended.

As, however, the portion of the section in hand was still unfinished, the relaying of the moorings in the finished area was delayed, and my Lords, therefore, authorised the continuance of the work, at a further estimated cost of 3,000*l.*, and I am to request the covering sanction of the Treasury thereto.

To meet this additional sum, 1,500*l.* of the 5,000*l.* allowed for dredging the Hamoaze was available, as the work there was delayed by bad weather, and the whole of the 5,000*l.* could not be spent last financial year. The remaining 1,500*l.* will be met out of anticipated savings on the aggregate of Navy Vote 10, 1893-94.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor*

(5852—94.)

Sir, Treasury Chambers, 16 April 1894.

I am directed by the Lords Commissioners of Her Majesty's Treasury to state that, under the circumstances explained by the Board of Admiralty in your letter of the 10th instant (D.W.), they give their covering authority for the further special expenditure of 3,000*l.* incurred last year in dredging Plymouth Sound, beyond the 15,000*l.* sanctioned by this Board's letter of the 12th October last (14,564—93), such further outlay to be met (1) by the diversion of 1,500*l.* available out of the special provision of 5,000*l.* allowed for dredging the Hamoaze, and (2) as to the balance of 1,500*l.* out of aggregate savings on Vote 10 for 1893-94.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 2743—2616.)

Sir, Admiralty, 11 May 1894.

I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that it is found that certain alterations are necessary at the head of No. 5 Building Slip, Portsmouth Dockyard, to allow of the battleship "Prince George" being built on that slip.

No funds having been provided in Navy Vote 10, 1894-95 for this work, estimated at 750*l.*, I am to request that you will be so good as to move their Lordships of the Treasury to sanction the work being proceeded with at once, otherwise delay may arise in the laying down of the "Prince George," and, as the date of her launch is practically settled, any such delay should be avoided.

It is anticipated that funds will be available on the aggregate of Navy Vote 10, 1894-95.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(7760–94.)

Sir, Treasury Chambers, 16 May 1894.

The Lords Commissioners of Her Majesty's Treasury have had before Them your letter of the 11th instant (D.W. 2743—2616), in which the Lords Commissioners of the Admiralty propose to spend 750*l.* out of savings on Navy Vote 10 generally in adapting No. 5 Building Slip, Portsmouth Dockyard, for the "Prince George."

This ship is, as My Lords understand, included in the Programme for 1894–95 communicated to Parliament, and the requisite provision for her accommodation has been apparently omitted from Vote 10 by oversight only.

If so, My Lords sanction the proposed outlay, on condition that it is not allowed to cause any excess on the total of Vote 10.

I am, &c.

The Secretary to the Admiralty. (signed) *Francis Mowatt.*

(D. W. 9177—6438.)

Sir, Admiralty, 3 November 1894.

I am commanded by the Lords Commissioners of the Admiralty to request that you will be so good as to lay the following statement before the Lords Commissioners of Her Majesty's Treasury on the subject of liability for damage to the boundary wall between Halifax Naval Yard and the Inter-Colonial Railway. Sub-Head C.

The Treasury, in a letter to the Colonial Office of the 18th May 1881, authorised the transfer to the Dominion Government of a portion of the Dockyard for the Inter-Colonial Railway, and the transfer was subsequently made by deed of conveyance from the Admiralty to the Dominion Government, dated 18th September 1883.

In the beginning of 1889, complaints were made by the Admiralty local authorities of serious damage to the Admiralty boundary wall, alleged to be caused by the vibration of passing trains, which for 600 yards run at a distance of only five feet from the wall, and on a higher level than the ground in the Yard. Part of the wall, composed of rubble masonry, had given way, and 140 feet of the remainder was in a dangerous condition. The Chief Engineer of Government Railways, when referred to, replied that the Dominion Government was not bound by the agreement to repair the wall. The Admiralty then wrote to the Colonial Office, saying that in making the agreement they trusted rather to the good faith of the Dominion Government than to strictly legal obligations, and that, as the Admiralty surrendered a valuable part of the Yard for the railway, it seemed only reasonable that those who profited by the grant should bear the cost of repairing such injury to the property of the grantors as could be distinctly indicated as resulting from it.

Later on the wall commenced to bulge inwards, and shores had to be placed in the Dockyard against the dangerous part, which ultimately fell in.

It then became necessary to take steps at once to rebuild the wall, and orders were given for the work to proceed, and for an account to be kept of the expense, in order to claim the amount from the Dominion Government.

The Dominion Government admitted that if the damage could be distinctly traced to the vibration of the railway, a private company would be liable, but they contended that the damage was not due to such cause, but to the inferior quality and to the great age of the wall; but this contention was disputed by the Admiralty local officers, who alleged that the work generally was of good quality.

Considerable correspondence had taken place on the subject, and as there appeared no prospect of inducing the Dominion Government to admit their liability, my Lords, on the 19th December 1890, proposed to the Colonial Office to refer the matter to arbitration.

The proposal was accepted, and the question was accordingly referred, on the 30th September 1891, to the arbitration of Chief Justice M'Donald, of the Supreme Court of Nova Scotia, whose award is unfavourable to the Admiralty.

Pending a definite settlement as to whether any, and, if so, what, part of the expense should fall on Naval funds, the whole expense, which amounts to 1,779*l.* 14*s.* 5*d.*, was charged to a Suspense Head in the Admiralty Ledger, viz., Colonial Department, Dominion Government of Canada, Inter-Colonial Railway (*see* page 106 of the Navy Appropriation Account, 1892-93).

In view of the unfavourable nature of the award, I am to request that the Lords Commissioners of the Treasury will be pleased to give their approval to the above sum of 1,779*l.* 14*s.* 5*d.* being charged to Navy Vote 10, 1893–94.

A small deficit is expected on Vote 10, but it is anticipated that the expenditure can be met out of the surplus on the aggregate of the Navy Votes.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(16,359—94.)

Sir, Treasury Chambers, 13 November 1894.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 3rd instant (D. W. 9177—6438), on the subject of the cost of repairing certain damages to the boundary wall between Halifax Naval Yard and the Inter-Colonial Railway.

Their Lordships direct me to state, for the information of the Lords Commissioners of the Admiralty, that, in the circumstances represented, they approve of the sum of 1,779*l.* 14*s.* 5*d.* being charged to Navy Vote 10, 1893–94, as proposed.

I am, &c.

The Secretary to the Admiralty. (signed) *Francis Mowatt.*

VOTE 10.

(D.W. 5653—4452.)

Sir, Admiralty, 24 August 1893.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, in accordance with Treasury Letter dated 23rd January 1889, No. 1010, the enclosed statement of urgent and unforeseen works approved by this Board to be charged to Navy Vote 10 during Midsummer Quarter of the present year.

I am, &c.

The Secretary to the Treasury. (signed) *R. D. Awdry.*

STATEMENT of Urgent and Unforeseen Works unprovided for in the Navy Estimates, but authorised by the Admiralty, during the Quarter ended 30th June 1893, to be charged to Vote 10.

Establishment.	SERVICE.	Amount.	Date of Admiralty Order.
		£.	1893:
Chatham	Laying on gas and water to H.M.S. "Forte."	25	30 May.
Upnor	Raising boundary walls and protection to gates	72	14 April.
	Re-hanging Magazine doors	23	30 May.
	New drainage (earth closet system)	95	30 „
Sheerness	Chief Petty Officers' mess. Alterations	17	22 March.
Portsmouth	Whale Island small works	46	9 May.
	No. 14 Store. Boarding two bays of cellars	12	30 „
	Dockyard Reserve. Lay-apart store	30	30 „
	£.		
	Foundations for Flagstaff Gun Wharf 25		
	„ Priddy's Hard 25	68	30 „
	„ Plymouth Gun Wharf 18		
	Ironfoundry. Laying steel rails	55	9 June.
	No. 33 Storehouse. Shelves for tools	14	15 „
Eastney	Shelter shed over 9·2-in. gun	25	18 May.
Marchwood	Re-hanging Magazine doors	71	12 „
	W.C. and bathroom, Assistant Naval Ordnance Officer's house. Excess	18	18 „
Priddy's Hard	New latrine	60	30 „
Devonport	Timber locks. Renewal of beams	150	30 „
	Ordinary repairs. Excess	350	15 June.
	Telephonic communication works in connection therewith	493	24 „
Keyham	Hot water supply to baths	22	24 March.
	Masting sheers (West). Raising roof and repairing floor of boiler house	70	11 May.
	Erecting shop. Relaying railway	200	9 June.
	Extension of Dockyard Reserve, Armeurer's Workshop	23	24 „
Plymouth	Fittings, &c., at Devil's Point gun drill battery	87	18 April.
Mylor	Ordinary repairs. Excess	25	9 May.
	Dredging. Excess	75	19 June.
Bull Point	Re-hanging Magazine doors	66	19 „
Gibraltar	Site for condensers and boiler works in connection therewith	400	21 April.
Malta	Drainage and gas destructor	69	4 „
	Bakery. Laying on fresh water to boilers	18	9 June.
Bermuda	Additional kitchen for single men's quarters	63	2 May.
Cape of Good Hope	Additions to shell rooms, fencing in Munroe battery, &c.	110	19 „
	£.		
	Ordinary repairs. Armaments 15		
	„ „ Victualling Yard 68 Excess	83	30 „
Halifax	Improvements to timber pond	70	18 April.
Esquimalt	Naval Store lean-to shed	65	27 June.
Trincomalee	Store for oil. Excess	15	30 March.
	TOTAL £.	3,085	

VOTE 10.

(13,035—93.)

Sir, Treasury Chambers, 31 August 1893.

THE Lords Commissioners of Her Majesty's Treasury direct me to signify to you, for the information of the Lords Commissioners of the Admiralty, their covering authority for the expenditure amounting to 3,085*l.* on Urgent and Unforeseen Works, Midsummer Quarter 1893, included in the Schedule forwarded with Mr. Awdry's letter of the 24th instant, D.W. 5653.

I am, &c.
(signed) *R. E. Welby.*

The Secretary to the Admiralty.

(D.W. 8440—6304.)

Sir, Admiralty, 9 December 1893.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, in accordance with Treasury Letter dated 23rd January 1889, No. 1010, the enclosed statement of Urgent and Unforeseen Works approved by this Board to be charged to Navy Vote 10 during Michaelmas Quarter of the present year.

I am, &c.
(signed) *R. D. Awdry.*

The Secretary to the Treasury.

STATEMENT of Urgent and Unforeseen Works unprovided for in the Navy Estimates, but authorised by the Admiralty, during the Quarter ended 30th September 1893, to be charged to Vote 10.

Establishment.	SERVICE.	Amount.	Date of Admiralty Order.
		£.	1893:
Chatham	Lavatory for offices	60	10 July.
	Dockyard Reserve. Urinal	16	14 August.
	Pit for pickling steel plates	75	19 September.
Sheerness	Connection between town and dockyard water mains	55	31 August.
	Water meter	20	23 September.
Portsmouth	Fencing land at Stamshaw	40	12 June.
	Alterations to Officers' Mess, Whale Island	69	11 July.
	No. 1 Ship Shop. Extension of auxiliary engine house	140	18 „
	Rigging basin. Latrine accommodation	500	20 „
	Gallery for boat house, No. 1 Slip	400	24 „
	Re-slating roof of gunnery block	23	31 „
	Sanitary improvements	56	31 „
	Re-arrangement of Works Department offices	30	1 August.
	Sanitary services at residences of Captain of Dockyard Reserve, and for College	55	10 „
	Central Telephone Exchange	35	30 May.
	Skylights for fitters' shop	24	4 September.
	Whale Island Gymnasium. Alteration of gas fittings, &c.	30	14 „
	Admiral Superintendent's house. Sanitary improvements	130	28 „
	Building walls, No. 33 Storehouse	140	To complete.
	Gun Wharf. Protection of area at armoury	12	19 September.
Gosport	House for steam fire-engine	6	19 „
Marchwood	Cupboards for barrack rooms, 1, 2, and 4	36	11 August.
Devonport	"Cambridge" Mess shed for drill purposes. No excess on authorised total estimate	540	To complete.
	Dredging Stonehouse Creek	150	5 September.
Keyham	Ordinary repairs	300	24 August.
Plymouth	Boundary fence. Naval Ordnance Depôt	40	24 July.
Plymouth Hospital	Removing and filling disused drains	100	31 August.
Woolwich	Naval sight store. Ledger desks and pigeon-holes	50	10 „
	Storage of shells	400	30 June.
Gibraltar	Assistant Paymaster's house. New W.C.	45	4 July.
	Fixing memorial wreath presented by the King of Italy	20	—
	Alterations to Chief Engineer's residence	40	19 September.
Malta	Improving ventilation of roof over space at back of boat house	140	24 July.
	Reconstruction of street in rear of official residences	40	25 August.
	Turnery. Levelling gantries for carrying traveller over large lathe	30	29 „
Bermuda	Coal sheds for 4,800 tons	280	5 July.
	Office accommodation for Assistant Expense Accounts Officer	18	17 „
Jamaica	Alterations to Petty Officers' quarters	18	10 August.
	TOTAL £.	4,163	

VOTE 10.

(17,894—93.)

Sir, Treasury Chambers, 16 December 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to signify to you, for the information of the Board of Admiralty, their approval of the expenditure, amounting to 4,163*l.* in all, on Urgent and Unforeseen Works for September quarter last, included in the return forwarded with your letter of the 9th instant, D.W. 8440—6304.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D.W. 621—591.)

Sir, Admiralty, 8 February 1894.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, in accordance with Treasury letter dated 23rd January 1880, No. 1010, the enclosed statement of Urgent and Unforeseen Works approved by this Board to be charged to Navy Vote 10 during Christmas quarter, 1893.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

STATEMENT of Urgent and Unforeseen Works unprovided for in the Navy Estimates, but authorised by the Admiralty, during the Quarter ended 30th December 1893, to be charged to Vote 10.

Establishment.	SERVICE.	Amount.	Date of Admiralty Order.
		£.	1893:
Chatham Yard	Raising covered way to lavatory, &c., H.M.S. "Pembroke"	20	10 October.
	Fitting cottage as storeroom for Fleet Reserve	40	21 November.
	No. 7 building slip. Rails between plate racks	73	1 December.
	Office accommodation for the surveying staff of H.M.S. "Triton"	65	13 „
Sheerness Yard	Ordinary repairs	500	7 November.
Ditto Royal Naval Barracks.	Gantlines for airing bedding	13	3 „
	Ordinary repairs	200	15 „
Portsmouth	Signal station at Horse Sand Fort	125	3 October.
	Alterations at pier head, Whale Island	66	7 „
	Post office in Dockyard (partition)	6	20 „
	Planting trees on Whale Island	15	20 November.
	Fitting windows in cleansing powder factory	18	5 December.
	Transfer of racks from No. 21 to 22 store	30	27 „
Eastney Royal Marine Barracks.	Officers' mess. Improving lavatory arrangements	115	18 „
Marchwood Naval Ordnance Depôt.	Foundations for crane on pier	40	9 October and 28 November.
Devonport	Boat stores and sheds. Gasfittings	29	20 November.
	Recreation ground for "Lion" boys	107	4 December.
	Hooks for oilskins, "Cambridge" mess shed	28	13 „
Keyham Royal Naval Barracks.	Alterations in telephone room	17	6 November.
Plymouth Victualling Yard.	Removal of soil pipes outside Superintendent's office	18	27 December.
Plymouth Hospital	Boundary wall. Door for use of police	8	10 October.
	Removing disused drains	150	15 December.
Bull Point Naval Ordnance Depôt.	Slate tanks for use as potash baths	18	6 „
Walmer Royal Marine Barracks.	Swimming bath	20	20 „
Woolwich Naval Ordnance Depôt.	Improvements at shot ground	145	22 November.
Queensferry Sick Quarters.	Disinfecting apparatus	221	26 October.
Malta Yard	Heating apparatus for new laboratory in the French Creek	260	7 December.
Esquimalt Yard	Fence for enclosing canteen. Recreation ground	27	23 October.
Hong Kong	Lightning conductors for dry guncotton stores	17	7 December.
Mjumbi	Hut for stores for Zambesi gunboats	25	7 November.
	TOTAL £.	2,416	

(2185—94.)

Sir, Treasury Chambers 15 February 1894.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to signify to you, for the information of the Board of Admiralty, their approval of the expenditure, amounting to 2,416*l.* in all, on Urgent and Unforeseen Works for December quarter last, included in the return forwarded with your letter of the 8th instant, D.W.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D. W. 4228—3730.)

Sir, Admiralty, 25 June 1894.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, in accordance with Treasury letter dated 23rd January 1889, No. 1010, the enclosed statement of Urgent and Unforeseen Works approved by this Board to be charged to Navy Vote 10 during Lady quarter 1894.

I am, &c.

The Secretary to the Treasury. (signed) *R. D. Awdry.*

STATEMENT of Urgent and Unforeseen Works unprovided for in the Navy Estimates, but authorised by the Admiralty, during the Quarter ended 31st March 1894, to be charged to Vote 10.

Establishment.	SERVICE.	Amount.	Date of Admiralty Order.
		£.	1894:
Chatham	Annexe to fitting shop. Prevention of draughts	40	1 January.
	Boiler shop. Enlarging plate furnace	105	10 January and 27 February.
	Latrines, H.M.S. "Royal Adelaida." Excess	25	23 January.
	Workmen's dining room. Stoves	22	19 February.
			1893:
	Gun Wharf. Alterations to wharf shed	34	27 December.
			1894:
Sheerness	Ordinary repairs. Excess	200	25 January.
			1893:
Portsmouth	Sanitary improvements. Excess	60	6 October.
			1894:
	Canteen. Camber side	65	5 January.
	Gun mounting store. Additional gasfittings	82	10 „
	Navigating store	44	12 „
	Ordinary repairs. Excess	27	12 „
	Armaments ordinary repairs. Excess	50	26 „
	Damages by gale. Excess on ordinary repairs:		
	£.		
	Eastney Barracks, Infirmary, and Fort Cumberland 400		
	Haslar Hospital 80		
	Clarence Yard 90		
	Forton Barracks and Browndown 60		
	Gun Wharf, Portsmouth 40		
	Priddy's Hard 40		
	Marchwood 10		
		720	11 January.
	Canvas screen for waiting shed	22	21 February.
	Placing old guns at east of 80-ton sheers	12	20 „
			1893:
	Signal station at Horse Sand Fort. Additional	45	13 November.
			1894:
Marchwood	Pump in barrack yard	10	3 January.
	Barrack rooms, 1, 2 and 4, cupboards for. Excess	15	—
Devonport	Dredging in Stonehouse Creek. Further excess	60	—
	No. 1 jetty. Rubbing pieces to piles	375	15 March.
	Stove for cashier's office	12	20 „
			1893:
Keyham	Sanitary improvements. Excess	203	15 September.
			1894:
Plymouth	Refitting strong room. Excess	32	12 February.
Pembroke	Alterations of railways. Excess	500	7 March.
Gibraltar	Accommodation for infectious cases	215	15 February.
Malta	House for carrier pigeons at Auberge de Castille. Signal station	35	30 January
Chindé	Materials for repair of store shed	23	9 March.
	TOTAL £.	3,033	

VOTE 10.

(9963–94.)

Sir, Treasury Chambers, 30 June 1894.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to signify to you, for the information of the Board of Admiralty, their approval of the expenditure, amounting to 3,033*l.* in all, on Urgent and Unforeseen Works, Lady quarter 1894, included in the return forwarded with Mr. Awdry's letter of the 25th instant (D.W. 4228—3730).

I am, &c.

The Secretary to the Admiralty. (signed) *Francis Mowatt.*

(D.W. 3092—3042.)

Sir, Admiralty, 9 June 1893.

I AM commanded by the Lords Commissioners of the Admiralty to transmit herewith, for the information of the Lords Commissioners of Her Majesty's Treasury, a list of services authorised to be executed out of Navy Vote 10, 1892-93, but which, from a variety of causes, could not be completed and wholly paid for in that year, and showing the sums which will therefore fall upon the Works Vote for the current year, Vote 10, 1893–94.

I am to request that you will be so good as to move their Lordships of the Treasury to sanction these charges being met out of the aggregate of Vote 10, 1893–94, which it is anticipated may be done without creating an excess.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

NEW WORKS, &c.

LIST of Services voted or authorised in 1892-93 which could not be completed and wholly paid for in that Year, showing the Sums on account thereof that will fall upon the Vote for 1893–94 to complete.

Establishment.	SERVICE.	Estimated Sum chargeable to Vote 10, 1893–94.	Sub-Head.
		£.	
Portsmouth	Storehouse No. 33. Rebuilding walls	457	B.
	Extension of gun mounting store	711	L.
	Salt water mains	252	K.
	Fresh water mains	235	"
	Magazine, Whale Island	150	"
	Chronometer room gas stove	14	"
	Post office in Dockyard	50	"
	Dust-bin. Converting into fire engine shed, Whale Island	10	"
Portsmouth Gun Wharf	Traveller ways. Foundations for machinery	107	"
	Lightning conductors	77	"
Eastney	Shed for 9·2-inch gun	164	"
	Additions and alterations. Re-decorating officers' mess	85	"
	Platform for machine gun shed at east end of battery	13	"
Clarence Victualling Yard	House for steam fire engine	73	"
Haslar	Additions and alterations. Renewing floor boards of wards	80	
Forton	Quarters for 12 married staff sergeants	664	F
	Lecture hall and theatre	472	"
	Additions and alterations. Alterations to battery for 8-inch B.L. gun	260	K.
Priddy's Hard	New painters' shop	141	"
	Shell store, enlarge	80	"
	Rocket store, enlarge	59	"
	Water supply	40	"
	Lightning conductors	107	"
	Heating rooms 5 and 21, laboratory	26	"
Marchwood	Two permanent dolphins	86	"
	Water supply and drainage	145	"
	Additions and alterations:		
	D. magazine. Renewing lead work, &c.	4	"
	New examining shed. Renewing gates	4	"
	Old examining house doors and frames	3	"
	Flagstaff and fixing	4	"
	Converting wing of barrack block into section house for police	24	"
Devonport	Enlarging No. 3 dock	75	B.
	Mess shed for drill purposes	760	I.
	Railway at No. 4 slip	13	K.
	Additions and alterations:		
	Additional penstock to main culvert	12	"
	Renewing timbers, &c., No. 1 jetty	313	"
	Stanchions and chains for protection of docks and quays	25	"

Establishment.	SERVICE.	Estimated Sum chargeable to Vote 10, 1893–94.	Sub-Head.
		£.	
Keyham	Water supply for fire purposes	145	E.
	Alterations and additions:		
	Laying suction pipes, &c., for No. 2 compound engine	20	K.
	Shaft alley. Smithery to engineer students' shop	5	,,
	Pit in iron foundry	54	,,
	Stanchions and chains for protection of docks and quays.	20	,,
	Boiler and engine driving. D.W. machinery renewal	16	,,
	Training school. Improving water supply to fire hydrants	132	,,
Bull Point	Lightning conductors to storehouses	20	K.
	Repairs and additions to lightning conductors	25	,,
Plymouth Hospital	Foundations for machinery	15	,,
	Disinfecting arrangements	65	,,
Plymouth Barracks	Gun drill battery, Longroom-hill. Fitting port for 9·2-inch gun	91	,,
Haulbowline	Foundations for machinery	300	,,
Walmer	Additions to reading and recreation room	15	F.
	Bread and meat store	14	K.
Portland	Removal of temporary hospital huts	150	,,
Malta	Drainage works	290	P.
Bermuda	Steam reserve store	126	C.
	Iron steaming kiln	26	K.
	Railway extension	245	,,
	Additions and alterations. Victoria-row alterations	68	,,
	,, ,, Renewals to foundations	50	,,
Halifax	,, ,, Furnace for heating plates	18	,,
	W.C.'s and urinals. Naval barracks	40	,,
Jamaica	Additions and alterations. Iron rails, main storehouse	25	,,
	Laying water pipe to new water tank at coal depôt	5	,,
Cape of Good Hope	Foundations for machinery	70	,,
	Ventilating pipes to coal stores	77	,,
Ascension	Zymotic ward	350	,,
	Reading room and laundry	230	,,
	Magazines	485	,,
	Verandahs, officers' quarters	100	,,
	TOTAL £.	9,087	

(9326—93.)

Sir, Treasury Chambers, 19 June 1893.

THE Lords Commissioners of Her Majesty's Treasury direct me to convey to you, as requested by the Lords Commissioners of the Admiralty, their sanction to the payment out of savings on the Navy Works Vote, 1893–94, of the overlaps of charge from the corresponding Vote for 1892–93, amounting to 9,087*l.*, as detailed in the list annexed to your letter of the 9th instant.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D. W. 8,354—6,735.)

Sir, Admiralty, 16 November 1894.

I AM commanded by the Lords Commissioners of the Admiralty to request that you will move their Lordships of the Treasury to give their covering sanction to the enclosed statement of expenditure incurred in 1893–94, in excess of provision.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

VOTE 10.

STATEMENT of Expenditure incurred on Works, but not specially provided for.

Establishment.	DESCRIPTION OF WORK.	Amount.	REMARKS.
		£.	
Chatham Dockyard -	Dredging (Vote 6,000*l.*, Sub-Head B.) - -	150	A continuous service.
	Deepening channel in Medway (Vote 6,000*l.*, Sub-Head B.) - - - - - -	240	Difference between estimated and actual expenditure.
	Sanitary improvements (Vote 1,025*l.*, Sub-Head B.) - - - - - - -	60	- - - ditto.
Portsmouth Dockyard	Dredging plant (Vote 12,550*l.*, Sub-Head B.)	880	Due to contingent expenses found necessary in connection with the contracts, involving an excess of about 340*l.* on the authorised total estimate.
	Foundations for booms - - - - -	230	—
	Forming roads on Extension (Vote 1,000*l.*, Sub-Head B.)- - - - - - -	210	Difference between estimated and actual expenditure.
Devonport - -	Mess shed for drill purposes at Trevol, Sub-Head I., additional - - -	75	—
Portland - - -	Coaling arrangements (Vote 20,000*l.*, Sub-Head B.) - - - - - - -	410	Works still in progress.
Malta - - -	Boundary wall, &c. (Vote 3,000*l.*, Sub-Head C.) - - - - - - -	540	
Trincomalee - -	Store for oil (Vote 740*l.*, Sub-Head C.) -	55	—
Chatham Barracks -	Works consequent on transfer of convict prison to Admiralty, Sub-Head E. - -	500	Repayment for work done by Convict Department. The authorised total estimate, 2,500*l.*, has been exceeded by about 60*l.*
Walmer Barracks -	Swimming bath (Vote 900*l.*, Sub-Head F.)	40	No excess on total estimate.
Coast Guard - -	Looe Station (Vote 700*l.*, Sub-Head M.) -	155	- - ditto.
	Cleethorpes R.N.R. Battery - - - -	75	- - ditto.
	Ordinary repairs and maintenance of Coast Guard Buildings (Vote 11,000*l.*, Sub-Head L.) - - - - - - - -	2,730	The casualties due to storms, &c., were greater than anticipated.
Woolwich Naval Ordnance.	Improvements at Shot Ground (Vote 250*l.*, Sub-Head I. I.) - - - - - -	185	Repayment for work done for the Admiralty by War Department. The total estimate, 1,500*l.*, under Navy Vote 10, has been exceeded by about 150*l.*
	Store for sights and bright work of guns -	130	Repayment for work done for the Admiralty by the War Department.
	Store for quick-firing cases, &c. - - -	210	
Various - - -	Drying rooms - - - - - - - - -	300	
	£.	7,175	

(16,993—94)

Sir, Treasury Chambers, 26 November 1894.

WITH reference to your letter of the 16th instant, D. W. 8354—6735, in which the Lords Commissioners of the Admiralty request covering sanction for various items of excess expenditure from the Naval Works Vote 10, in 1893–94, the Lords Commissioners of Her Majesty's Treasury direct me to inquire whether all these items can be met out of savings on that Vote, and how far the net surplus of 6,000*l.*, anticipated in March last, has been realized.

No explanation is given in your letter why the notice of this Department was not drawn at an earlier date to the items that amount to over 500*l.*

I am, &c.
(signed) *Francis Mowatt.*

The Secretary to the Admiralty.

VOTE 11.

(No. 7, I. C. 876—1272.)

Sir, Admiralty, 24 April 1893.

With reference to Treasury letter of the 30th ultimo, No. 4254, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that, as the letter in question was not received at the Admiralty until the 1st instant, the payment of 1,000*l.* to Mr. White for use of his "Turnabout System" has fallen upon the Votes for the current year, causing an estimated excess of that sum on Sub-Head J. of Vote 11. Sub-Head J.

The second case sanctioned in the letter referred to, viz., assistance rendered to Her Majesty's Ship "Pallas" by the tug "Sampson," of Shanghai, is not affected as regards year of charge, the payment having been made in 1892–93.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(6747—93.)

Sir, Treasury Chambers, 3 May 1893.

In reply to your letter of the 24th ultimo, 7, I. C. 876—1272, respecting the payment of 1,000*l.* for the use of Mr. White's Turnabout System, the Lords Commissioners of Her Majesty's Treasury desire me to say, for the information of the Lords Commissioners of the Admiralty, that they regret the delay that occurred in replying to your letter of the 11th March last, and now sanction the charge of the payment against Sub-head J. of Vote 11 for the current year, on condition that the consequent excess on that Sub-head will be met out of savings on the Vote generally.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

Sir, Admiralty, 14 June 1893.

My Lords Commissioners of the Admiralty have had under their consideration a communication received from Rear Admiral Seymour, who has been superintending the operations connected with Her Majesty's Ship "Howe," in which he calls attention to the desirability of making, on the part of Her Majesty's Government, personal acknowledgments to the Spanish Officials at Ferrol for their assistance in the salvage and repairs of the "Howe." Sub-Head J.

During the seven and a-half months of the operations these officers have uniformly assisted the Rear Admiral to the best of their power, and since the "Howe" has been in dock their services have been of an especially active nature in effecting the repairs of the ship's bottom necessary to enable her to come home.

2. My Lords fully concur with Rear Admiral Seymour and propose to bestow presents of plate on some of the officers who hold positions analogous to those in British Naval Yards of Admiral Superintendent, Captain of Steam Reserve, Chief Constructor and Constructor, in order to mark the appreciation of Her Majesty's Government of the value of the services rendered.

My Lords, therefore, request you will move the Lords Commissioners of Her Majesty's Treasury to sanction the expenditure of a sum of 175*l.* on the purchase of presents for these officers.

4. My Lords also propose that money rewards should, when the "Howe" is undocked, be given to some of the Spanish foremen and leading hands employed in her repair for the efforts they have made to urge their men to complete the work with a rapidity unusual in Spain.

During the last half of the time work has gone on throughout the 24 hours.

In order to stimulate them to exertion it has been allowed to be understood that special rewards would be given.

The payments to these men, 34 in all, will amount to 135*l.* 10*s.*, for which I am also to request the sanction of their Lordships of the Treasury.

5. The sums to be expended are chargeable to Vote 11, J., "Gratuities for Special Services," but the provision under this Sub-head is already exhausted owing to the payment to Mr. J. S. White for his Turnabout System having fallen on this year's estimates, but it is hoped that the expenditure may be met out of savings on the Vote generally.

6. I am to ask for an early answer.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(9537—93.)

Sir, Treasury Chambers, 21 June 1893.

As recommended by the Lords Commissioners of the Admiralty in your letter of the 14th instant, the Lords Commissioners of Her Majesty's Treasury sanction an expenditure, not exceeding 175*l.*, in presents of plate to Spanish Officials at Ferrol for their assistance in the salvage and repair of Her Majesty's Ship "Howe," and not exceeding 135*l.* 10*s.* in gratuities to foremen and leading hands for special exertions in the repair of that vessel, on the condition that the consequent excess on Sub-head J. of Vote 11 can be met out of savings on that Vote generally.

I am, &c.

The Secretary to the Admiralty. (signed) *Frank Mowatt.*

(No. 7, I. C. 1700—2175.)

Sir, Admiralty, 24 July 1893.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you that a claim has been preferred against the Admiralty by the owners of the Steamship "Ernest," on account of damage sustained by that vessel when coaling Her Majesty's Ship "Pallas." Sub-Head G.

It appears from a report furnished by the captain of Her Majesty's Ship "Pallas," that on the 4th August 1891, the Steamship "Ernest" came alongside the "Pallas," then in the Downs, and proceeded with the work of coaling, but, owing to the weather not being favourable, a south-west breeze blowing with a lumpy sea, a considerable amount of damage was unavoidably done to the Collier.

The amount claimed was 1,224*l.* 18*s.* 5*d.*, and on the case being referred to the Admiralty counsel for opinion, he advised that it would be prudent to settle the claim if fair terms could be obtained.

Vote 11.

The professional officers of the Admiralty report that no objection can be fairly raised to the details of the claim, and I am to invite the sanction of the Lords Commissioners of Her Majesty's Treasury to the case being referred to the Solicitor for settlement within the above-named sum, with interest, if claimed.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(11,580—93.)

Sir, Treasury Chambers, 27 July 1893.

In reply to your letter of the 24th instant, No. 7, I.C. 1700, proposing the intervention of the Solicitor to this Board for the purpose of settling the claim of the owners of the Steamship "Ernest" for damage received when coaling Her Majesty's Ship "Pallas," in the Downs," in August 1891, I am directed by the Lords Commissioners of Her Majesty's Treasury to state that before taking the action desired, They would be glad if the Board of Admiralty would cause them to be informed how the claim, which is a very large one, exceeding 1,200*l.*, is made up, and why the Act of coaling was not performed in one of the Home Ports, or at least at some place where the risk of damage was less than in an open roadstead.

They would observe that the amount of the present claim absorbs nearly two-thirds of the entire provision made in Navy Votes for this class of case.

I am, &c.

(signed) *R. E. Welby.*

P.S.—To prevent further delay, my Lords are referring the papers to the Treasury Solicitor, in order that he may effect a settlement within the amount mentioned in your letter, with interest, if claimed.

The Secretary, Admiralty. (signed) *G. L. R.*

(No. 7, I. C. 1813—3185.)

Sir, Admiralty, 23 August 1893.

Sub-Head G.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the Collier "Ferndale" in coaling Her Majesty's Ship "Audacious," on the 12–13th August 1892, during manœuvres in Milford Haven, sustained serious damage owing to the wind freshening and bringing a swell into the Bay, which, with the ebb tide, caused the Collier to lurch against the side of Her Majesty's Ship.

The damage was surveyed at the time by an officer from the "Audacious," and a professional officer was present, on behalf of the Admiralty, at the survey held on the Collier "Sunderland."

On receipt of a claim of 707*l.* 1*s.* 7*d.* from the owners of the vessel, for repairs, demurrage, &c., it was examined by the officer of this Department who attended the survey. He expressed the opinion that there had been extravagance and that the items of claim were unreasonable.

The matter was thereupon referred to the Solicitor, who advised recourse to arbitration under Clause 19 of the Charter Party, and Mr. J. P. Ingledew, a solicitor of Cardiff, was nominated to act on behalf of my Lords.

Mr. Ingledew on being informed by my Lords that they did not admit any liability, but were prepared to pay 400*l.*, without prejudice, in full satisfaction of all demands, was able, after long negociation, to arrange a settlement of the case for that sum; and, at the suggestion of the Solicitor, my Lords have awarded Mr. Ingledew 50 guineas in recognition of his services.

The total sum thus paid in this case amounts to 452*l.* 10*s.*, and I am to invite the covering sanction of their Lordships of the Treasury to this amount being charged to Sub-head G. of Vote 11, "Compensation for Damage done by H.M.S. Ships," on which it is anticpated there will be an excess, but more definite information on this point will be given at a later period of the year.

I am, &c.

The Secretary to the Treasury. (signed) *R. D. Awdry.*

(No. 12,984—93.)

Sir, Treasury Chambers, 1 September 1893.

I am directed by the Lord Commissioners of Her Majesty's Treasury to convey to you, for the information of the Board of Admiralty, as requested in your letter of the 23rd ultimo, No. 7, I. C., 1813, the covering sanction of this Board for the expenditure of 452*l.* 10*s.* (including a sum of 52*l.* 10*s.* paid to Mr. Ingledew, a solicitor at Cardiff, who acted as arbitrator on behalf of your Department) incurred in settling a claim for compensation for damage sustained by the collier "Ferndale" whilst engaged in coaling H.M.S. "Audacious" in August of last year during the Naval Manœuvres. The expenditure in question is chargeable to Sub-head G. of Vote 11.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(No. 7, I. C. 2676—3980.)

Sir, Admiralty, 31 October 1893.

Sub-Head G.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that on the 4th September 1892, H.M.S. "Philomel" in leaving the Alfred Basin of the Cape Town Docks struck the sheathing on the south side, owing to a sudden gust of wind from the north-west, combined with the action of the tide across the entrance, doing considerable damage.

The damage was surveyed by the Assistant Civil Engineer at the Cape Yard, and, although the actual expense of repairs amounted to 586*l.* 8*s.* 7*d.*, it was arranged the public should only be called upon to bear a proportion representing about one-third of the cost, amounting to 215*l.*

As the entrance to the dock is proverbially difficult, especially when the north-west wind is blowing, driving the swell in sudden "heaves" into the entrance, my Lords are of opinion that no blame is attributable to anyone for the accident; and I am to invite the covering sanction of their Lordship of the Treasury to the expense of 215*l.* being allowed as a charge to Vote 11, G., "Compensation for Damage done by H.M. Ships," the provision under which Sub-head is already exceeded, and a proposal will be made later on as to the manner in which the present, and any further excess which may yet accrue, shall be met.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(16,028—93.)

Sir, Treasury Chambers, 11 November 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that under the circumstances represented by the Board of Admiralty in your letter of the 31st ultimo, No. 7, I. C. 2676, they give their covering sanction to the charge against Vote 11, G., of the sum of 215*l.*, the proportionate expense to be borne by Navy Funds of the cost of repairing the damage done by Her Majesty's Ship "Philomel" to the Alfred Basin at the Cape Town Docks in September 1892, on the understanding that a communication will be made to this Department later on as the manner in which this and any further excess unavoidably accruing on the Sub-head in question will be met.

Their Lordships of the Admiralty are aware how indispensable it is that savings should be effected elsewhere to cover unavoidable excesses of this kind.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(No. 7, I. C.—2065—4000.)

Sir, Admiralty, 3 November 1893.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that on the 23rd July last the collier "Ravensworth" sustained slight damage in coaling Her Majesty's Ship "Thames" in Blacksod Bay, owing to the accidental slipping of a fender, and on the 5th August following, in coaling Her Majesty's Ship "Swiftsure" at Carrickfergus, the collier collided with that ship owing to a swell caused by a passing steamer, doing considerable damage to two plates and a frame. Sub-Head G.

As the circumstances giving rise to the damage were in each case of an accidental nature, my Lords ordered the repairs to be effected at Pembroke Dockyard at the expense of Naval Funds.

The work has taken ten days to carry out, at a cost of 39*l.* 14*s.* 8*d.*, and the owners have been paid demurrage, at the rates of hire under the late Charter Party, amounting to 117*l.* 12*s.*, this latter payment having been made through the solicitor.

My Lords invite the covering sanction of their Lordships of the Treasury to these sums forming a charge to Vote 11, G., "Compensation for damage done by Her Majesty's Ships," which Sub-head is in excess of its provision, and a further communication will be made later on in the year as to the amount, and with proposals as to how it is to be provided for.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(No. 7, I. C.—2526—4012.)

Sir, Admiralty, 3 November 1893.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that on the 30th and 31st July last the collier "Rosebud," in coaling Her Majesty's ships "Pique" and "Iris" in Milford Haven, sustained damage to her bulwarks, rail and hawsers, &c., owing to the rolling of Her Majesty's ships, which in the case of the "Iris" caused the collier to jamb under the ship's sheet-anchor, and on inquiry it was held that no blame was attributable to anyone in the matter.

The collier was repaired at Cardiff and was visited by a professional officer from Pembroke Yard during the course of repairs, the damage having been previously surveyed by the carpenter of H.M.S. "Narcissus."

A claim for 763*l.* 4*s.* 1*d.* has been made by the owners, who produce vouchers, &c., in support thereof, but as it appeared to be excessive, my Lords directed a professional officer of this Department, together with the officer of Pembroke Yard who inspected the vessel whilst under repair, to confer with the claimants, without prejudice, on the detail of their account, and in the result my Lords are advised that, with some slight amendments which reduce the claim to 695*l.*, the owners have made out a fair case for compensation.

Under the circumstances of the case, my Lords are of opinion that liability should be admitted, and a settlement arranged for a sum not exceeding 695*l.*, and I am to request that their Lordships of the Treasury will give their sanction to negotiations being entered into accordingly.

The expense will form a charge to Vote 11, Sub-head G., "Compensation for damage done by Her Majesty's Ships," upon which Sub-head it is anticipated there will be a deficit of at least 2,000*l.* at the close of the current year, but more explicit information on the subject will be afforded in a further communication which will be made later on in the year, showing how it is proposed to meet the excess.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(16131—93.)

Sir, Treasury Chambers, 13 November 1893.

THE Lords Commissioners of Her Majesty's Treasury have had before them your two letters of the 3rd instant (No. 7, I. C.—2526—4012), respecting the compensation for damage to certain colliers whilst coaling Her Majesty's Ships in July last, viz.,

	£.	s.	d.
"Ravensworth," coaling Her Majesty's Ship "Thames" in Blacksod Bay - -	157	6	8
"Rosebud," coaling Her Majesty's Ships "Pique" and "Iris" in Milford Haven	695	0	0

The first of these sums has been already paid by the Lords Commissioners of the Admiralty, and in the second case the Board propose to offer the sum mentioned.

My Lords concur in the course taken, or proposed to be taken, in both cases, and hope that no excess may be entailed thereby on the total of Navy Vote 11, although Sub-head G. has already been exceeded. They note that a further communication will be made to the Treasury on this point at a later period of the year.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

VOTE 11.

Sub-Head G.

(No. 7—I.C. 3000—4306.)

Sir, Admiralty, 29 November 1893.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the collier "Rhine" sustained damage in coaling Her Majesty's ships "Sappho," "Rainbow," "Latona," "Rattlesnake," and "Salamander" during the late Naval Manœuvres, for the repairs of which the owners of the vessel claimed 249*l.* 1*s.* 8*d.*, including demurrage.

From the reports received in each case it would appear that the damage was occasioned by the heavy rolling owing to the state of the sea, and that blame is not attributable to anyone in the matter.

On examination of the owners' claim, it was apparent that a portion of the repairs effected were such as should be made good at the expense of the owners, and, as a first step towards a settlement, a sum of 150*l.* was offered in full discharge of all claims. After negotiation this sum was eventually accepted by the claimants, and has been paid.

I am to invite the covering sanction of their Lordships of the Treasury to this payment as a charge to Vote 11, Sub-head G., "Compensation for damage done by Her Majesty's Ships," the provision under which Sub-head is, as already communicated to their Lordships of the Treasury, considerably exceeded, and this will form the subject of a further communication later on in the year as to how it is proposed to be met.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(17397—93.)

Sir, Treasury Chambers, 11 December 1893.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that, as recommended by the Board of Admiralty in your letter of the 29th ultimo, No. 7, I.C., They give Their covering sanction for the settlement effected at a cost of 150*l.*, chargeable to Vote 11, Sub-head G., 1893–94, of the claim for compensation preferred by the owners of the collier "Rhine" in respect of damage sustained whilst coaling certain of Her Majesty's ships during the recent Naval Manœuvres.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(D. W. 9084—720—93.)

Sir, Admiralty, 14 February 1894.

Sub-Head J. I AM commanded by the Lords Commissioners of the Admiralty to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that a claim of 315*l.* has been received from Messrs. Coode, Son, & Matthews for advising and reporting on the proposed extension of Keyham Dockyard.

This was authorised by Treasury letter of 22nd July 1891, 10764—91, but as it was not certain when the claim would be received, provision for this payment was not made during the present year. The delay in forwarding the account was due to the investigation having occupied a much longer period and involved more labour than was anticipated.

Preparing plans, classifying results of special borings, conferences with Commander in Chief and Heads of Departments occupied further time, and the report, with explanatory drawings, was not made until the 25th July last.

As there are no funds available for the service under Sub-head J. of Vote 11 of the Navy Estimates for 1893-94 to which the expense is chargeable, I am to request that you will move the Lords of the Treasury to sanction payment of Messrs. Coode, Son, & Matthews' claim of 315*l.* chargeable as an excess on Vote 11, Sub-head J., to be met out of Savings on Navy Votes generally.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(2565—94.)

Sir, Treasury Chambers, 22 February 1894.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that, under the explanations furnished by the Board of Admiralty in your letter of the 14th instant, D. W. 9084–720, they approve of the fee of 315*l.* sanctioned in 1891 for the services of Sir John Coode in the matter of the proposed extension of Keyham Dockyard, for which no provision is made in current year's Votes, being charged as an excess on Sub-head J. of Vote 11, and met out of savings on that Vote generally.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(No. 7, I. C.—490—960.)

Sir, Admiralty, 28 March 1894.

Sub-Head G. I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that, as the brigantine "Sultan" was being towed out of Portsmouth Harbour on the 4th December last, she came into collision with Her Majesty's dredger "St. Andrew," and sustained damage assessed by her owner at 175*l.*

As a result of inquiries, it was established that, although the "Sultan" had not just previously been keeping quite her proper course, yet the "St. Andrew," through an error of judgment, contributed in a larger degree to the occurrence, and the solicitor was accordingly instructed to settle the case on the best terms obtainable.

This he has succeeded in doing for 125*l.*, and I am to request the covering sanction of their Lordships of the Treasury to this payment as a charge to Vote 11, G., "Compensation for Damage, &c.," observing that this amount has been included in the Statement of Surpluses and Deficits for 1893–94 already submitted to the Treasury on the 21st instant.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(5090—94.)

Sir, Treasury Chambers, 6 April 1894.

I am directed by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Board of Admiralty, that, as recommended in your letter of the 29th ultimo, No. 7, I. C., They give their covering authority for the payment of 125*l.* from Vote 11, G., for 1893–94, made as compensation to the owner of the brigantine "Sultan" for damage sustained through collision with one of the dredgers at Portsmouth in December last.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(No. 7, I. C.—435—959.)

Sir, Admiralty, 29 March 1894.

With reference to case No. 9 in Christmas Quarter 1893, return of unusual expenditure, under Sub-heads G. and Z. of Navy Vote 11, which accompanied Admiralty letter of 30th January last, I. C. 243—341, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that an account amounting to 205*l.* 14*s.* 5*d.*, for the repairs to the yacht "Aziola," has now been rendered, and having been found to be reasonable and within the Estimate made of such expenses by the professional officers of H.M. Dockyard, Portsmouth, authority has been given for payment of this sum, and I am to invite the covering sanction of their Lordships of the Treasury to this further expense as a charge to Vote 11 G., "Compensation for Damage," &c., observing that the amount is included in the Statement of Surpluses and Deficits on Navy Votes for 1893–94 already forwarded to the Treasury. Sub-Head G.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(5095–94.)

Sir, Treasury Chambers, 6 April 1894.

I am directed by the Lords Commissioners of Her Majesty's Treasury to state that, as recommended by the Board of Admiralty in your letter of the 29th ultimo, No. 7, I. C., they give their covering sanction to the payment of 205*l.* 14*s.* 5*d.* made for the repair of damages sustained by the yacht "Aziola," which came into collision with a torpedo boat at Portsmouth last August under the circumstances already reported, such sum being chargeable to Vote 11, G., for the year 1893–94.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

VOTE 12.

(No. 2—E. 784—925.)

Sir, Admiralty, 24 March 1894.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that it is anticipated that there will be an excess expenditure of some 1,300*l.* on Navy Vote 12, Sub-head B., Pay of Copyists, &c., Admiralty Office. Sub-Heads B. and A.

This sum has been caused mainly by the employment of hired writers, &c., in vacancies on the Establishment, viz., some 970*l.*, while additional work consequent on the loss of Her Majesty's ship "Victoria," has contributed about 150*l.* to the total. The remaining item of 180*l* is owing to the employment of certain additional writers in the Naval Ordnance Store Department on the allocation of expenditure under the Naval and Imperial Defence Acts, as approved by Treasury Letters, 13th September 1893, No. 12,238, and 1st March 1894, No. 2996.

The whole of this excess expenditure can be met out of savings which have accrued under Sub-head A. of Vote 12, and I am to request the sanction of their Lordships of the Treasury to this course being pursued.

I am, &c.

The Secretary to the Treasury. (signed) *R. D. Awdry.*

(4861—94.)

Sir, Treasury Chambers, 29 March 1894.

I have laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 24th instant, No. 2 E., reporting the causes of the excess which has arisen on Sub-head B. (Copyists, &c.) of Vote 12 for the current financial year, and I am to state, for the information of the Board of Admiralty, that they sanction the excess in question, estimated at 1,300*l.*, being met as proposed, out of savings on Sub-head A. of the same Vote.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

VOTE 14.

Vote 14.

(11,420—93.)

Sub-Head MM.

Sir, Treasury Chambers, 31 July 1893.

I have laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 19th instant, C., in further relation to the case of Lady Wiseman, the widow of the late Captain Sir W. Wiseman, R.N., and I am to state, for the information of the Board of Admiralty, that since, as their Lordships understand, there are circumstances connected with this case which prevent it being made a precedent, and which, moreover, give a special character to the reasons adduced for a favourable consideration, they are pleased to approve of a special grant of 360*l.* being made to Lady Wiseman as proposed, such sum to be shewn under a Sub-Head to be opened for the purpose in the Appropriation Account (Vote 14).

I am, &c.

The Secretary, Admiralty. (signed) *R. E. Welby.*

(A. G. No. 1.—E. 3181—4013.)

Sir, Admiralty, 21 December 1894.

I am commanded by my Lords Commissioners of the Admiralty to forward to you, for the consideration of the Lords Commissioners of Her Majesty's Treasury, the Appropriation Account of Naval Receipts and Expenditure for the year ended 31st March 1894, and to request that you will move their Lordships to sanction the temporary application of the surpluses in aid of the deficits, as detailed, in conformity with the terms of the Appropriation Act, 56 & 57 Vict. c. 60; also to sanction the publication of the correspondence appended to the Account.

My Lords regret that the operations of the year should exhibit a deficit made up as follows:—

	£.	s.	d.
Net excess of actual over estimated gross expenditure	29,750	15	5
Net excess of estimated over actual receipts	36,695	16	1
£.	66,446	11	6

This deficit, however, will be modified by the result of the working of the Naval Defence Acts for 1889 and 1893, in connection with Shipbuilding and Armament of the Dockyard vessels, and, as soon as the Navy Expense Accounts are completed, my Lords will cause a further communication to be addressed to their Lordships shewing the exact financial result of the year.

In conclusion, I am to ask that their Lordships will be pleased to signify their approval of the Account at as early a date as possible, in order that it may be rendered to the Comptroller and Auditor General by the prescribed date, viz., on, or before, the 31st December,

I am, &c.

The Secretary to the Treasury, &c. &c. &c. (signed) *Evan MacGregor.*

(18,927—94.)

Sir, Treasury Chambers, 2 January 1895.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 21st ultimo, enclosing, by direction of the Lords Commissioners of the Admiralty, the Navy Appropriation Account for 1893-94, of which the following is an abstract:—

	Gross Expenditure sanctioned by Parliament.	Appropriations in Aid.	Net Expenditure chargeable to Exchequer Grants.
	£. s. d.	£. s. d.	£. s. d.
Estimate	15,267,674 – –	1,027,574 – –	14,240,100 – –
Actual	15,297,424 15 5	990,878 3 11	14,306,546 11 6
Less than Estimate	—	36,695 16 1	—
More than Estimate	29,750 15 5	—	66,446 11 6

When my Lords compare these figures with the forecast of the out-turn of Navy Votes for 1893-94, presented to Parliament in April last, which showed an estimated net surplus of 1,200*l.* only, and when they remember the various items of excess expenditure that they sanctioned during the year upon the assurance of the Board that no net deficit would be incurred on the total of Navy Votes, they feel that the Admiralty placed too much reliance on so narrow an Estimate. Whenever the margin of provision over an expenditure of fifteen millions can only be estimated at a few hundred pounds, it would be much safer to present a Supplementary Estimate.

When

When a similar result was shown by the Navy Account for 1892–1893, my Lords knew that adjustment with the Naval Defence Account would convert the deficit into a surplus, but they have no such confidence now.

Vote 8 for 1893–94 provided for Dockyard Shipbuilding under the Naval Defence Act—

Section i.	- - -	£. 697,250	£. 1,331,572.
„ ii.	- - -	250,350	
„ iii.	- - -	383,972	

and there were savings in hand at the beginning of the year, applicable to the same service, of 79,440*l.* The estimated expenditure was 1,381,572*l*, and the actual is not yet known.

Vote 9 for 1893–94, provided for Armaments of Dockyard-Built Ships under the Naval Defence Act, 458,000*l.*, and there were savings in hand at the beginning of the year, applicable to the same service, of 183,794*l.* 2*s.* 4*d.* The actual expenditure, as shown on page 36 of the Appropriation Account, is 402,622*l.* 2*s.* 4*d.* only. Therefore, a sum of 55,377*l.* 17*s.* 8*d.* is due from Vote 9 to the Naval Defence Account, for savings in 1893–94, raising the total net deficit on Navy Votes as a whole to 121,824*l.* 9*s.* 2*d.* Under these circumstances it is obvious that no sum (within the maximum possible of 79,440*l.*) due from the Naval Defence Account to Vote 8, can prevent the Navy Account for 1893–94 from showing a large net deficit.

The chief cause out of many of this deficit is the over-estimate by 67,000*l.* of the Contribution from India for the Naval Squadron in Indian Waters. It will be remembered that a like over-estimate caused a deficit on the Navy Account for 1891–92, which was commented upon by the Public Accounts Committee in paragraphs 5-6 of their First Report, 1893; and in the Treasury Minute thereon of 24th November 1893, my Lords expressed their fear of a similar consequence in 1893–94, and said it was an undoubted error to estimate for an amount of contribution which India is not prepared to pay, even though, in the opinion of Her Majesty's Government, it may be fairly due from that country.

Notwithstanding the knowledge of this large over-estimate of receipts, the expenditure was pressed forward or grew automatically, in 1893–94, to an extent which caused large excesses on Votes 2, 8–ii, 11, and 14, and, as already shown, has caused the total gross expenditure sanctioned by Parliament to be considerably exceeded.

My Lords must of course suspend their sanction to the use of savings on certain Votes towards making good deficiencies on others, until the Naval Defence Account for 1893–94 is before them, and the Public Accounts Committee has reported upon the net excess, and Parliament has seen fit to make it good by an excess Vote.

Stocks of Stores.

My Lords note that Victualling Stores had increased in value at the close of the year by 126,135*l.*, owing in the main to increase of quantity, that Naval Stores, Coals, and Dockyard-Made Machinery decreased in value by 107,723*l.*, owing to the extent of 64,703*l.*, to decrease in quantity, and that Building Stores have decreased in value by 3,830*l.*

Correspondence with the Treasury.

My Lords offer no objection to the publication of this correspondence.

I am, &c.
(signed) *Francis Mowatt.*

The Secretary to the Admiralty.

REPORT of the COMPTROLLER and AUDITOR GENERAL upon the APPROPRIATION ACCOUNT of the RECEIPT and EXPENDITURE for NAVY SERVICES for the Year ended 31st March 1894; prepared and submitted for the Information of the House of Commons, in pursuance of the 22nd and 32nd Sections of the Act, 29 & 30 Vict. c. 39.

OUTSTANDING QUESTIONS.

Responsibility for test and inspection of Naval Warlike Stores.

1. THE question of the responsibility of the Admiralty in regard to the test and inspection of Naval Warlike Stores, referred to in paragraph 22 of my Report last year, has now been finally settled by an agreement on the part of the Admiralty "that "in accepting the inspection of the Director of Artillery, War Office, as their agent, they "accept the responsibility for such inspection to the same extent as if it were conducted "by their own officers."

(A., A. 1, A. 2), p. 148.

The final correspondence on the subject will be found in the Appendix.

Approval of the application of Surpluses to meet Deficiencies, 1892–93.

2. The Lords Commissioners of Her Majesty's Treasury, having had before them the necessary information with regard to the outcome of the Navy Appropriation Account and the Naval Defence Account, for the year 1892-93, authorised the temporary application (so far as necessary) of the surpluses of certain Navy Votes to cover the deficits on other Navy Votes in that year; and subsequent Parliamentary sanction of this application was given in Section 5 of the Appropriation Act, 1894 (25th August 1894).

(B.) p. 148.

The Treasury Letter will be found in the Appendix.

EXCESSES ON VOTES.

Brief recapitulation of Votes, in Excess, and of the causes.

3. Excess expenditure, as shown by the Abstract Appropriation Account, page 5, has been incurred under the following Votes in 1893–94, in total amounting to 187,192*l.* 2*s.* 6*d.*:—

Vote 2. Victualling Stores, Clothing, &c.
„ 3. Medical Services.
„ 7. Royal Naval Reserves.
„ 8—I. Shipbuilding, Personnel.
„ 8—II. Shipbuilding, Matériel.
„ 10. Works, &c.
„ 11. Miscellaneous Services.
„ 14. Naval Pensions.
„ 15. Civil Pensions.

And in addition there is an expenditure of 12,490*l.* 10*s.* 6*d.* under "Balances Irrecoverable," making a total excess of 199,682*l.* 13*s.*

The respective Excesses would appear to be mainly attributable, so far as expenditure is concerned, to the following causes:

Vote 2. Increased expenditure under Sub-Head M., Seamen's Clothing, &c. (*see* paragraph 9 below).
„ 3. Large increase in the number of Sick.
„ 7. Greater number of men attending Drill.
„ 8—I. Larger expenditure on Wages, Dockyards at Home.
„ 8—II. Additional purchases of Stores at the close of the year 1893–94; and, apparently, purchases also in anticipation of 1894–95 (subsequently dealt with in paragraph 8).
„ 10. Unforeseen and heavy expenditure on Dredging at Devonport, &c. (*see* paragraph 20 below).
„ 11. Unexpectedly heavy cost of passages of Officers and Men; compensation for damage done by Her Majesty's Ships; compensation to Officers for Losses by Shipwreck; Loss by Exchange, &c.

Vote 14. Contribution to Greenwich Hospital Funds for Age Pensions; unexpectedly large number of Men pensioned; and Pensions or Gratuities resulting from the loss of Her Majesty's Ship "Victoria."

„ 15. Larger expenditure upon Superannuations of Artificers.

There is further an Excess upon Vote 9 (Normal) of 16,128*l.* 3*s.* 8*d.* not shown upon the face of the Abstract Account, owing to the excess being more than counterbalanced by an under expenditure of 55,377*l.* 17*s.* 8*d.* upon Naval Armaments for "Dockyard" vessels, which is payable to the Naval Defence Account at the Bank of England under the terms of the Act. This excess appears to be chiefly attributable to additional orders being placed with the Ordnance Factories in anticipation of 1894–95, as explained by footnote on page 37.

"Balances Irrecoverable." The large amount charged was in consequence of the loss of Her Majesty's Ship "Victoria," referred to in paragraph 23.

Surpluses on Votes.

4. Surpluses, in total amounting to 133,236*l.* 1*s.* 6*d.*, are shown by the Abstract Appropriation Account.

The outcome of Votes 8—III. and 10, to which special reference was made in paragraph 6 of my Report last year, shows considerable change in 1893–94.

The Surplus upon Vote 8—III. amounts to 53,863*l.* 2*s.* 10*d.* only (net), as against 229,540*l.* 19*s.* 8*d.* in 1892–93, while the Surplus of 40,684*l.* 7*s.* 8*d.* (net) upon Vote 10 in 1892–93 is this year converted into a deficit of 11,191*l.* 19*s.* 8*d.*

The various circumstances contributing to these results will be seen by reference to the respective Votes.

Appropriations in Aid.

Deficiency from Ships in Indian Waters, partly counterbalanced by unexpected receipts from other Services.

5. The net deficiency under Appropriations in Aid in 1893–94 amounts to 36,695*l.* 16*s.* 1*d.* (page 10).

The contribution in respect of H.M. Ships in Indian Waters has again fallen short of the estimated amount by 67,000*l.*, but this deficiency is partly made good through a payment-over to the extent of 37,000*l.* by the Colony of Victoria in March 1894, on account of the Australasian Contribution, 1894–95, and by various other Receipts in excess of Estimate—modified by a falling-off of Receipts for Stores issued on repayment (Vote 2), and by other causes.

An unestimated item of Receipt appears under Appropriations in Aid of Votes 1, 2, 9, and 11, in respect of a Contribution from the Dominion Government of Canada for the maintenance of a detachment of Royal Marines at Esquimalt. A sum of 2,770*l.*, being for a portion of the year only, has been credited in 1893–94; but for the five years from 1st April 1894 the annual contribution should amount to 7,000*l.* a year, after which period the arrangement is subject to reconsideration and revision.

Cost of "Maintenance" of the Australian Squadron.

6. The cost of "Maintenance" of the Australian Squadron, which amounted to 119,671*l.* in 1892–93, against the annual contribution from the Colonies for this service of 91,000*l.*, amounts in 1893–94 to 126,457*l.*

New Sub-Heads.

New Sub-Heads opened for the record of Expenditure arising from unforeseen causes.

7. Expenditure has been recorded under the following New Sub-Heads, for which no provision was made by Parliament in 1893–94:—

(*a*) Vote 8, DD.—Payments to the "Neptune" Salvage Company for raising H.M.S. "Howe," 35,000*l.*

(*b*) Vote 11, W.—Cost of Three Vessels for service on Lake Nyassa, &c., &c., 5,563*l.* 3*s.* 2*d.*

(*c*) Vote 14, MM.—Special Gratuity to Lady Wiseman, &c., 360*l.*

(*a*) In addition to the payment of 35,000*l.* for raising the "Howe," other expenditure arising from the stranding of the vessel has been incurred which (as stated in footnote on page 34) has been charged to ordinary Sub-Heads and Votes. One important item, however, is distinguishable in the Account, being a sum of 809*l.* 16*s.* 7*d.*, shown on page 92, which represents presents and gratuities for services rendered by Spanish officials and others in connexion with the stranding of the vessel. These gratuities are in addition to a claim of 6,479*l.* for repairs at Ferrol, carried out by the Spanish Government, which has been met out of Vote 8—III. E. in 1893–94.

(*b*) The

(*b*) The expenditure on the Lake Nyassa vessels was referred to in paragraph 29 of my Report last year, and the present year's charges are merely a continuation of first-cost charges. The maintenance of these vessels is being charged to ordinary Navy Votes; but I ascertain from paragraph 69 of Treasury Minute of 18th October last that the existing arrangements for maintenance may be expected to cease on 31st March 1895; all cost in respect of the service being subsequently provided as part of the current expenses of the British Central Africa Protectorate.

(*c*) The gratuity to Lady Wiseman was sanctioned by the Treasury by letter of 31st July 1893, given on page 136.

The above unestimated expenditure represents a considerable sum; but it will be remembered that partial provision was made for the "Howe" expenditure in 1893-94 by anticipatory purchases of copper, and that further unestimated purchases of metals, &c., were made out of Savings upon the Votes of 1892–93,—the Treasury having assented to the purchase of the copper to the extent of 20,000*l.* on 14th March 1893 (Appropriation Account, 1892–93, page 119). and of metals, &c., to the extent of 70,000*l.* on 18th March 1893.).

Net Deficit shown by the Appropriation Account.

Net Deficit, after adjustment with Naval Defence Accounts, and the causes contributing thereto.

8. The Appropriation Account (pages 4-5) shows a net deficit of 66,446*l.* 11*s.* 6*d.*, but this result is arrived at without taking into consideration the transactions under the Naval Defence Act.

So far as Navy Normal Services alone are concerned, the deficit is 49,519*l.* 9*s.* 2*d.*, as set out in the last paragraph of this Report.

Various causes, as will have been seen from previous paragraphs, have contributed to a deficit in 1893-94; but, after allowing for the fluctuations of votes and reviewing the transactions as a whole, it seems possible in the present year to distinguish one transaction as a determining factor in the deficiency.

I refer to the purchase in the last quarter of the year 1893–94, under Vote 8, II., of plates, angles, and other shipbuilding materials in anticipation of the requirements of 1894-95, dealt with in the correspondence between the Admiralty and the Treasury on pages 114 and 115 of the Account, from which it appears that these materials were ordered, "to the extent of about 60,000*l.* for delivery and payment before the 31st March" in February 1894, Treasury sanction being sought and obtained at the end of the following month.

I am unable to state whether the full 60,000*l.* was expended in 1893–94, as was expected, the Admiralty not having yet replied to my inquiry on this point, but it must be concluded that, whatever the expenditure upon these unestimated purchases may turn out to have been, the outcome of the Votes will have been affected *pro tanto*.

(C.) p. 149.

When the expenditure was approved, a deficiency under Appropriations in Aid of 67,000*l.* (Indian Squadron Subsidy) was a foregone conclusion; under Vote 9 a liability to the extent of 12,000*l.* had been incurred with the Ordnance Factories in anticipation of 1894-95, for which no provision had been made in the Navy Votes for 1893-94 (Treasury Letter, 27th March 1894, page 115); and a substantial portion of the expenditure abroad had not been recorded in the Navy Ledger. Still the Admiralty appear to have thought that it was possible to incur a further expenditure in 1893-94, for which no provision had been made, without causing an ultimate excess on Navy Votes as a whole.

The grounds for this view will in effect be found in the Statement showing the outcome of the respective Navy Votes, as forecast by the Admiralty on 21st March 1894 (pages 109 and 110), from which it will be seen that, after taking account of the 60,000*l.* now in question, there was apparently only the narrow margin of 1,200*l.*—on a gross estimated expenditure of more than 15,000,000*l.*—upon which to base the opinion that this unestimated expenditure might be incurred without passing the limit of the Parliamentary Grants of the year.

A comparison of actual results as regards Deficits and Surpluses with this forecast (*see* Statement in Appendix) shows wide divergencies in many cases, and an absolute omission from the forecast of any deficit under Vote 2, where an excess of over 40,000*l.* has occurred.

(D.) pp. 150–1.

It is, of course, admitted that forecasts of results can only be approximate; but where it is proposed to use anticipated but unrealised savings of one year in order to make purchases provided for in another, it should be abundantly clear that no deficit can arise; and it appears to me to be desirable that the circumstances of the present Deficit should be noticed in my Report.

I would in this connexion draw attention to the second paragraph of the Treasury Letter of 2nd instant on page 136, commenting upon the Navy Appropriation Account, 1893-94, from which it will be observed that their Lordships now hold that the Admiralty placed too much reliance upon so narrow a margin of estimated surplus, and that it would have been much safer to have presented a Supplementary Estimate.

Vote 2.

Excess Expenditure under Sub-Head M., Clothing, &c.

Excess under Sub-Head M. not sufficiently explained.

9. The chief Excess under Vote 2 occurs upon Sub-Head M., Seamen's Clothing, &c., being in amount 19,630*l.* 13*s.* 5*d.*

This excess is stated to have been caused primarily by "the new system of making up "boys' clothing"; but, as this reason is not understood, I have asked for a fuller explanation, at the same time requesting the Admiralty to apportion the total excess to the three causes assigned in the explanation on page 19, in order that their relative importance may be seen.

I may add that there is a considerable increase in Stock under this Head in 1893–94, referred to in paragraph 12 of my Report on Navy Store Accounts, page 165, which may be fairly supposed to have contributed to the excess.

Figures relating to credits under Sub-Head M. now supplied in Appropriation Account.

10. It will be noticed on page 18 of the Account that an inner column now shows the amount of the credit to Sub-Head M. in respect of recoveries from contractors for materials used for garments, &c., referred to in evidence before the Public Accounts Committee 1894, Questions 1061–1083).

This credit, which in 1892–93 amounted to 21,394*l.*, has increased in 1893–94 to 34,051*l.*, and I thought it desirable to ascertain, if possible, to what extent the recoveries from contractors represented sums received in respect of cloth issued but not returned and paid for as part of made-up garments within the same year.

I am informed by the Admiralty that it is not possible to give the figures, no record being apparently kept by the Director of Victualling connecting issues and returns.

It does not seem satisfactory that an exceptional arrangement, that permits of credits to a Debit Sub-head instead of Appropriations in Aid, which may increase the spending power under a Sub-Head, should have about it this element of uncertainty; and I have recently drawn the attention of the Treasury to this feature in the arrangement, in order that I may learn their views with regard to it.

Vote 8.

Personnel (Dockyards).

Revision of Rates for Contract Labour at Hong Kong.

11. In the course of the detailed examination of Hong Kong Dockyard Cash Accounts last year, it was noticed that certain payments for contract labour were being made under contracts dated in 1875 and 1876, and the Admiralty were asked whether these contracts had been reviewed from time to time and represented the market value of labour of the kind at the present day.

After communicating with the Commodore at Hong Kong the Admiralty informed me on 15th December last, that the contracts in question had been reviewed from time to time; but that for given reasons, which are set forth in the Admiralty letter on the subject in the Appendix, they had not up to that time been terminated.

(E., E. 1) p. 152.

The old contracts, however, do not appear to have represented present market values, seeing that they have now been terminated and fresh contracts entered into "providing "for a somewhat lower rate of pay per day, and terminable after 12 months."

Recent alterations of Rates.

12. The following list shows the recent alterations in rates:—

Plumbers,	formerly	80	cents	per	day	per man,	now 68	cents.
Masons	„	50	„	„	„	„	35	„
Caulkers	„	47	„	„	„	„	43	„
Shoemakers	„	50	„	„	„	„	42	„

I have, however, thought it desirable to furnish the Admiralty with a statement comparing the wages at the Naval Yard with those paid by a local dock company, which covers several other trades, and this has been referred to the Commodore, whose remarks the Admiralty await.

Vote 8—II.

Matériel (Shipbuilding, &c.)

"Explanation" of Excess on Sub-Head B., Metals incomplete.

13. There is an excess expenditure under Sub-Head B., metals of 40,665*l.* 3*s.* 8*d.*, which the Admiralty explain by stating that the Estimate of the year for metals was intended to be exceeded to the extent of 50,000*l.*, inasmuch as it was anticipated that a sum of 50,000*l.* would be available from Naval Defence Funds in aid of Navy Expenditure, 1893–94, owing to the progress of work on "Dockyard" vessels exceeding the cash-provision to that extent in 1893–94.

The draft upon Naval Defence Savings in respect of Matériel is greater than was anticipated, being 55,305*l.*; and this sum is included as part of the 72,305*l.* shown in the statement, given in paragraph 30.

The "Explanation" under this Sub-Head appears to be incomplete, as no mention is made of the expenditure upon plates, angles, &c., in anticipation of 1894–95, referred to in previous paragraph 8.

Vote 8—III.

Contract Work.

Saving on Sub-Head C., Hulls of Ships definitely attributable to under-expenditure on H.M.S. "Powerful" and "Terrible."

14. An increase in the grant for Hulls of Ships, &c., Sub-Head C., took place in 1893–94, from 63,890*l.* in 1892–93 to 262,694*l.* in 1893–94, followed by a still further increase to 1,104,974*l.* in 1894–95, owing to the commencement of a "New Programme" of Shipbuilding, on the approaching completion of the Naval Defence Vessels.

The expenditure, however, in 1893–94 was less than granted to the extent of 113,902*l.* 7*s.* 10*d.*, and this is explained as being mainly due to the difficulty attending preliminaries in connexion with a new class of vessel.

It will be seen on reference to page 68 of the Account that there was an under-expenditure of 71,915*l.* upon the Armoured Ships "Powerful" and "Terrible," arising from work not having been commenced as soon as anticipated; and I have asked the Admiralty whether the larger part of the saving may not be more definitely accounted for in this way.

In reply I am informed that there is no objection to adding the following words to the explanation :—

"There was also a Surplus arising from unavoidable delay in placing the orders for the "ships 'Powerful' and 'Terrible.'"

Vote 9.

War Office Claim in respect of Productions at the Ordnance Factories.

Certificate as regards delivery of completed articles in 1893–94.

15. I referred in paragraph 23 of my Report last year to the absence of any certificate by the Storekeeper General of Naval Ordnance upon the War Office claim for Ordnance Factory Productions, to the effect that all completed articles included therein had been duly delivered and taken over on behalf of the Admiralty.

In reply to Question 1327, Second Report, Public Accounts Committee, 1894, it was stated that the Storekeeper General had undertaken to institute a check commencing with the year 1893–94, which would enable such a certificate to be furnished.

I have now been furnished with a certificate by the Storekeeper General, bearing date the 28th instant, to the effect that the Naval Ordnance Stores, shown in the Production Statement of the Ordnance Factories for the year 1893–4 as manufactured for the Navy, "have been duly taken on charge by the Naval Ordnance Officer at Woolwich in his "Store Accounts for 1893–94."

This certificate is, however, qualified by the additional remark, that it is subject to certain corrections and exceptions still unadjusted.

The very short time at my disposal before reporting has not enabled me to satisfy myself that the above certificate is sufficiently complete and comprehensive, but it unquestionably places the very considerable charges under Vote 9 for Ordnance Factory Productions upon a more satisfactory basis, and promises more effective check for the future.

The exceptions from the certificate are of two classes :—

(*a*) Cases in which there are differences between the numbers of articles shown in the Production Voucher and the numbers received in the Naval Ordnance Department.

(*b*) Cases in which Ordnance Factory Productions have failed to be traced at all, as received in the Naval Ordnance Department.

The differences in numbers will be the subject of adjustment in 1894–95; but it is not clear what the Admiralty propose to do with regard to the articles not traced, and I have asked to be informed what further steps are being taken to trace the receipt of the supplies in question and whether, if the result be unsuccessful, recovery will be made from the War Office in 1894–95.

The fact that payment was made for the Ordnance Factory Productions, 1893–94, and that both the Navy Cash Account and the Ordnance Factories Vote Account were closed, before the comparison of the Factory Statement with Naval Ordnance records was completed by the Storekeeper General of Naval Ordnance, has prevented any adjustment being made in the financial year 1893–94.

Inspection of Naval Warlike Stores.

Under-expenditure on "Inspection" not fully accounted for in "Explanation."

16. It will be observed that there is an under-expenditure of 9,934*l.* 4*s.* 7*d.* on Sub-Head K. (Normal Services), Inspection, which is explained as being chiefly due to the War Office charges for inspection of Naval Warlike Stores being less than anticipated.

The larger part of the saving would, however, appear to be due to the fact that a remanet of 6,790*l.* 9*s.* 10*d.* (of which 5,272*l.* 6*s.* 11*d.* pertains to Sub-Head K.) claimable by the War Office in respect of 1893–94 was excluded from that year, owing to the late presentation of the claim, and is to be charged in 1894–95.

Statement of the Value of Stock of Naval Warlike Stores.

Valuation Statement not given in 1893–94.

17. The statement of the Value of Stock of Naval Warlike Stores, which it was anticipated would be ready for the Appropriation Account, 1893–94 (Q. 1755, Second Report, Public Accounts Committee, 1893), has not been given. It appears that this omission is owing to unexpected delay in getting out the new Vocabulary of Warlike Stores; but it is anticipated by the Admiralty that certain existing difficulties will shortly be got over, and that the Value of Stock will be included in the Appropriation Account for 1894–95.

Vote 10.

Works.

Transfers of Stores between Items of Work and Suitability of present form of Vote for existing Requirements.

Treatment of Cash Value of Stores transferred between Items of Works in 1893–94.

18. A question was raised in paragraph 25 of my Report last year with regard to a cash adjustment in respect of stores transferred from one item of work to another. Dealing with the general question, the Treasury in their Minute of 18th October 1894, paragraph 67, express the opinion that it seems questionable whether in future such transfers should be accompanied by any cash adjustment at all as between Items, a record only of the transfers being made on the face of the Appropriation Account.

In the Account for the year 1893-94, there are two cases where the former system of making cash adjustments has been applied, with the result that (1) Item 4, Extension of the Yard, Portsmouth, is shown with a grant of 500*l.*, and an expenditure less than nothing by 3,920*l.* 12*s.* 2*d.* (page 78), there really having been incurred in 1893-4 an expenditure of 26*l.* 16*s.*; and (2) Item 1, Extension of the Yard, Malta, is shown with a grant of 500*l.*, and an expenditure less than nothing by 564*l.* 10*s.* 3*d.* (page 80), there really having been incurred in 1893-94 an expenditure of 181*l.* 9*s.* 8*d.*

(F., F. 1.), p. 152.

There is, however, also an opposite instance of the issue of stores without charge at the close of 1893–94, referred to in "Note" on page 38, which represents the final disposal of a remanet of Surplus Stores, Tools and Plant, on completion of the extension work at Malta Yard, under circumstances fully set out in correspondence given in the Appendix.

Question of present form of Vote being suited to existing requirements.

19. It is not clear, however, whether any final decision has been arrived at as to the future treatment of such cases, but it is understood that the general question of the suitability of the present form of the Works Vote for existing requirements is under consideration by the Admiralty in connexion with a letter from my Department of 13th April 1894, in which—commenting on certain difficulties—I ventured to indicate my view that satisfactory accounting under Vote 10 would probably not be attained unless the Vote were recast somewhat upon the lines of the Shipbuilding Vote, with distinct provision for wages, materials, plant, &c., supported by a Programme of Works to be executed and a recognised remain of stores in hand.

At present the Works Vote is taken as for specific classes and items of works, and gives little indication that operations are frequently carried out by men employed and stores purchased under the direction of the Works Department itself.

Principal Items of Works—not provided for by Parliament, but sanctioned by Treasury.

Unforeseen expenditure on Dredging, Purchase of Property, &c., in 1893–94.

20. The total expenditure on Items of Works in 1893–94 for which no provision was made by Parliament, but which have been sanctioned by the Treasury on the various grounds set out in the correspondence relating to Vote 10 (pages 116 to 130), amounts to nearly 40,000*l.*

The following are the more important items:—

		£.
Devonport,	Item 4, Dredging Hamoaze (page 78)	3,797
„	„ 5, „ Sound „	17,899
Portland	„ 2, Groyne and Dolphin „	5,538
Malta	„ 4, Acquisition of Property (page 80)	1,350
Halifax	— Repairing Damage to Wall „	1,779
Hong Kong	— Shed for Stores „	590
Portsmouth,	Item 2, Extension of G.M. Store (page 84)	713
Devonport	— Mess Shed for Drill „	1,376
Malta	Item 2, Purchase of Factory „	3,176

It will be noticed that urgent work in connexion with Dredging accounts for the greater part of this expenditure, which had to be met so far as possible by the postponement of less pressing operations.

The outcome of the Vote shows a net deficit, heretofore a most unusual feature under the Works Vote.

Vote 11.

Miscellaneous Services.

Heavy unforeseen charges in respect of Compensations, under Sub-Heads G. and H.

21. There is a very large excess expenditure under Sub-Head G., Compensation for Damage done by Her Majesty's Ships, amounting to 6,612*l.* 3*s.* 7*d.*, upon an Estimate of 2,000*l.*

This excess has been caused by various claims, maturing in 1893–94, in respect of damage done to colliers while coaling Her Majesty's Ships in unfavourable weather, &c. (to the extent of more than 3,000*l.*), as shown in the correspondence on pages 131-134; and also by the payment of a sum amounting to about 3,900*l.* under Judgment of the Admiralty Court, in respect of a collision in Stokes Bay between Her Majesty's Ship "Endymion" and Tyne Steam Hopper, No. 9, in August 1893, which was given against the Admiralty.

There is also a very large excess under Sub-Head H., Compensation to Officers, &c., for losses by shipwreck, amounting to 6,857*l.* 3*s.* 1*d.* upon an estimate of 700*l.*, which is attributable to losses in connection with Her Majesty's Ships "Howe" and "Victoria."

Vote 14.

Naval and Marine Pensions, Gratuities, &c.

22. There is an excess expenditure under Sub-Head C., Pensions and Gratuities to Seamen and Marines, amounting to 14,579*l.* 4*s.* 8*d.*; which to a large extent arises from the contribution of 8,000*l.* to Greenwich Hospital Funds for Age Pensions in respect of the half-year ended 31st March 1894.

Excess on Sub-Head C., mainly caused by a Contribution to Greenwich Hospital, not provided for in 1893–94.

The question of this contribution at the rate of 16,000*l.* a year to Greenwich Hospital, for which provision is made in Navy Estimates 1894–95, was fully dealt with in paragraph 84 of Public Accounts Committee Report, 1894.

Balances Irrecoverable.

Loss owing to the Foundering of H.M.S. "Victoria."

23. The total amount recorded as Expenditure under Balances Irrecoverable in 1893–94, 12,490*l.* 10*s.* 6*d.*, is very large; and this is due mainly to the writing off of the Balance due to the Crown on the final Cash Account of Her Majesty's Ship "Victoria," lost in the Mediterranean on the 23rd June 1893; 11,166*l.* 11*s.* 9*d.*

Cash lost by the Sinking of H.M.S. "Victoria."

Claim abandoned in respect of Pension fraudulently Drawn.

24. It will be seen by reference to page 52 of the Account that a sum of 50*l.* 11*s.* 9*d.* is written off under Claims Abandoned in respect of a payment of Naval Pension fraudulently obtained by a widow for some years after the death of her husband (a pensioner).

Pension frauds and suggestions for further potential safeguards.

The circumstances of the fraud were such that, acting upon my knowledge of War Office procedure in regard to pension payments, I called the attention of the Admiralty to certain particulars in which perhaps a strengthening of safeguards was possible; but for various reasons change was deprecated. The correspondence between my Department and the Admiralty on the subject will be found in the Appendix.

(G. G.1), p. 153.

With regard to the "identification of all men on the Pension List now in course of "payment," referred to in the last paragraph of the Admiralty letter, which has been under the consideration of the Board but which has not been undertaken, I may remark that in the case of the War Office a system of special identification is in force which brings pensioners within its scope periodically; there may, however, be circumstances in the case of Navy Pensioners (of which I am not aware) that render a similar system impracticable with them.

General.

Royalties on certain Manufactures for Naval Services at the Ordnance Factories in 1893–94, excluded from Navy Accounts of that Year.

25. In the examination of the Ordnance Factories' Claim for manufactures, &c., on behalf of the Admiralty in 1893-94, it was noticed that a sum of 3,401*l.* for Royalties which the War Office have included in the Production Voucher, 1893–94, as part of the cost of certain articles, was excluded by the Admiralty from the total amount chargeable against Navy Votes, 1893–94, and debited to the Votes of 1894–95, on the ground that the War Office had only paid over the Royalties to the firm entitled to them in the later year.

Royalties charged in Navy Accounts, 1894–95, but credited in Ordnance Factories Accounts, 1893–94.

An explanation of this postponement of charge was sought from the Admiralty, it being pointed out that the date of actual payment of sums disbursed as expenses of Ordnance Factory business did not affect the date of charge in Navy Accounts, and that the Balance Sheet of the Factories shows debits for Labour and Materials every year which have not come in course of payment within the financial year.

While admitting this as a general rule, the Admiralty contend that the payment of Royalties is exceptional, and should not be looked upon as part of the current ordinary charges of carrying on the Factories.

In this view I am unable to concur. The War Office have merged the Royalties in question in the cost price of the articles in 1893–94, and the amount forms part of the credit to Appropriations in Aid, Ordnance Factories Vote, 1893–94.

It would then appear more proper for the Admiralty to have dealt with the complete charge for the articles in Navy Accounts, 1893–94, and not to have adopted a method of classification which throws out the agreement between the figures of the paying and receiving departments, at the same time disturbing the simple working arrangement as between customer and manufacturer.

Claim upon the Colonial Office in connexion with a Punitive Expedition on the River Gambia against Fodey Cabbah.

26. A sum of 885*l.* 6*s.* 8*d.* has been recovered from the Colonial Office in 1893–94 in respect of expenditure out of Naval Funds, arising from part recovery only of expenditure in connexion with a punitive expedition on the River Gambia.

The amount in question only covers so much of the full cost as the Admiralty considered should be claimed, an outlay of about 400*l.* for telegrams, &c., being excluded, and also a large sum on account of coal.

In reply to a request to be informed of the full amount of extra expenditure (Cash and Stores) that had fallen upon Navy Funds in consequence of this expedition; and for explanation as to Treasury concurrence in a claim being made for a portion only of the expenditure, I have been furnished with a copy of a Treasury Letter, dated 29th June last, which approves of the acceptance of the smaller sum in full discharge of all claims.

This approval is in consonance with the Treasury action in regard to a War Office claim for expenditure on the same expedition, where 1,000*l.* was accepted in discharge of an expenditure estimated at 3,200*l.* upon an assurance being given that the Colony would establish and maintain an efficient Frontier Police Force; and the grounds for it are "that the division of charge between the Mother Country and the Colony, in the case of "an expedition undertaken for the latter's defence against external marauders, but the "necessity for which is to be attributed at least in part to a deficiency in the Colonial "Police Force, is a matter of discretion, the decision of which must depend to a great "degree on the resources of the Colony and on the prospect of remedial measures of "administration."

With regard to furnishing a statement of the extra expenditure by the Admiralty on this service, the Treasury recognise the difficulty of the task, and suggest that it need not be undertaken except at the direction of Parliament.

In recording the reasons upon which the Treasury decision as to recovery of part only of expenditure in such cases is based, I take no exception to the views expressed; but I think it desirable to bring them under notice, as apparently defining a principle which may govern transactions of the kind generally. With reference to the preparation of statements of cost, I am of opinion that such returns might with much advantage be appended to the Navy Accounts, when necessary, for the information of Parliament; and it will be seen by paragraph 10 of my Report on the Army Appropriation Account of this year, where corresponding expenditure on punitive expeditions is dealt with, that the War Office have given statements of cost in similar circumstances.

Loss owing to the Defalcations of a Paymaster, not Written off, pending the Views of the Public Accounts Committee.

Circumstances attending the loss of certain Public Moneys, and difference of opinion between Treasury and Admiralty as to pecuniary responsibility of a Commanding Officer concerned.

27. It was ascertained in the year 1892–93 that a sum of 2,159*l.* 18*s.* 11*d.* was lost to the Crown owing to the defalcations of the Paymaster of one of Her Majesty Ships, who was tried by Court Martial at Portsmouth for embezzlement and neglect of duty, and found guilty.

On reviewing the Court Martial proceedings, the Board of Admiralty came to the conclusion that the Commanding Officer of the Ship, had not carried out the duty of examining the balances periodically and at irregular periods, as required by the Queen's Regulations, with the requisite precision and exactitude; and they dealt with his case as a matter of naval discipline.

In the ordinary course, this loss of public money was submitted to the Treasury for Their Lordships' authority for the writing-off of the amount as an Irrecoverable Balance, and at the same time the censure passed upon the Commanding Officer was notified. The mere censuring of this officer was not, however, accepted by the Treasury as adequately marking his negligence, and they considered that the omission to observe the simple, obvious, and common-sense precautions, laid down by regulation, in regard to his cash duties might more properly be marked by some pecuniary fine.

This view is sustained in the opinion of the Treasury by Article 1376 of the Queen's Regulations, which prescribes that if an officer shall through his misconduct or negligence permit or conduce to, the loss, deficiency, embezzlement, destruction, or deterioration of any money, stores, or provisions, his pay, &c. shall be answerable for the same, and may be stopped. But the Admiralty contest the judgment expressed by the Treasury as to the object and intention of Article 1376, and maintain that the Article is of a general character, and has never as yet been considered to apply to a Commanding Officer in the sense that he would have to make good an embezzlement by an Accountant Officer under his command. They further hold that it was not framed with that intention, and that it merely lays down the principle that wilful damage or loss shall be made good by the defaulter, and that his pay shall be liable, at the discretion of the Board of Admiralty.

There has thus arisen a difference of opinion between the Treasury and the Admiralty, and the former Department has furnished me with a copy of the protracted correspondence on the subject (which will be found in the Appendix), in order that the matter may be submitted for the consideration of the Public Accounts Committee.

(H.) pp 154–8.

It is hardly necessary here to enter more fully into the various reasons adduced by the two Departments in support of their different contentions; but I may add that, on reviewing the correspondence as a whole, it would appear that the point finally at issue is whether the Admiralty, under the Queen's Regulations, have the right to elect to treat such cases as merely relating to naval discipline; or whether they should not at the same time look at them from the standpoint of pecuniary responsibility. In my opinion, there is weight in the view that commanding officers, so far as they are concerned in the supervision of cash, and so long as duties in relation to cash are imposed upon them, may properly be held to incur to some extent a pecuniary responsibility; otherwise the reality of their position in this respect may fail to be brought home to them, and the important duty of checking cash balances may be treated as casual and perfunctory.

Charitable Grants of Stores, &c.

28. Charitable grants of stores are shown, to the extent of 358*l.* 19*s.* 3*d.* (approximately), in a footnote on page 18, being the value of provisions, medical stores, &c., issued for the relief of sufferers by the second earthquake in the Island of Zante in April 1893. Issue of Provisions for relief of sufferers by the second earthquake at Zante in 1893.

These grants have received Treasury sanction, and their record in the Appropriation Account apparently satisfies the requirements of the Public Accounts Committee, as expressed in paragraph 57 of their Fourth Report, 1894.

In addition to the above, a sum of 39*l.* 19*s.* 3*d.* has been charged to Vote 1 on account of extra pay to seaman and marines engaged in succouring the sufferers at Zante.

Total Cost Statement.

29. The Statement of the charges reported to me as having been incurred by other Departments on account of the Navy will be found in the Appendix. (I.) p. 159.

Outcome of the Account, 1893-94.

30. The Abstract Appropriation Account (page 5) shows a Net Deficit on Navy Votes of 66,446*l.* 11*s.* 6*d.*; but in arriving at this result the Admiralty have not taken into consideration the outcome of the transactions in 1893-94 under the Naval Defence Act.

The expenditure under this Act was not fully ascertained on the date at which the Appropriation Account was made up; but the Naval Defence Account, 1893–94, has now been rendered to my Department; and, assuming the correctness of the figures shown therein (which are now in course of verification), an actual Deficit of 49,519*l.* 9*s.* 2*d.* exists on Navy Votes proper, arrived at as follows :—

	£. s. d.	£. s. d.	£. s. d.
Exchequer Grants (Appropriation Account, page 4) - - -			14,240,100 – –
Add,—			
Portion of savings of prior years (lodged in the Bank of England) in respect of Dockyard Shipbuilding under the Naval Defence Act, to be drawn upon in consequence of work done in 1893-94 exceeding the Cash Provision.			
Cash Provision, page 83, Navy Estimates, 1893–94 - -	1,331,572 – –		
Expenditure as per Expense Accounts, 1893-94, page 17 -	1,403,877 – –		
		72,305 – –	
Less,—			
Amount to be lodged to the Credit of the Naval Defence Account at the Bank of England: being Difference between—			
Grant for Armaments, Navy Estimates, 1893–94, page 106 -	458,000 – –		
Expenditure on ditto, Appropriation Account, page 36 - -	402,622 2 4		
		55,377 17 8	
			16,927 2 4
Net sum available to meet normal expenditure - - - -			14,257,027 2 4
Net Expenditure (Appropriation Account, page 5) - - -			14,306,546 11 6
Actual Deficit - - - £.			49,519 9 2

C. L. Ryan,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer, and Auditor General of Public Accounts.

Exchequer and Audit Department,
31 January 1895.

CORRESPONDENCE referred to in the foregoing REPORT.

APPENDIX.

(A.)

Sir, Admiralty, S.W., 12 October 1894.

I AM commanded by my Lords Commissioners of the Admiralty to forward herewith, for your information, a copy of a letter dated 4th May last, from Mr. Robertson, Chairman of Committee on Naval Warlike Stores, and also of Admiralty letter of 29th June, G. 2808/4714, in reply thereto, on the subject of the responsibility of this Department for the Inspection of Naval Warlike Stores by officers of the War Department.

(A. 1), (A. 2).

I am, &c.

The Comptroller and Auditor General, Somerset House, W.C. (signed) *Evan MacGregor.*

(A. 1.)

Sir, House of Commons, 4 May 1894.

THE Committee on Naval Warlike Stores desire me to enclose, for the information of the Lords Commissioners of the Admiralty, a Memorandum handed in by Sir Gerald FitzGerald, K.C.M.G., indicating how the question as to the Inspection of Naval Warlike Stores stands at present.

This Committee understand that the contention of the Comptroller and Auditor General and the Public Accounts Committee, is as follows :—

Either (1.) The Admiralty should itself undertake the Inspection of Naval Ordnance provided for in Navy Votes ;

or (2.) It should expressly state that in accepting the Inspection of the Director of Artillery as its Agent, it accepts the responsibility for such inspection to the same extent as if it were conducted by its own Officers ;

and I am to request that the Board of Admiralty will be so good as to favour the Committee with their views on the proposal.

I am, &c.

(signed) *Edmund Robertson,*
Chairman of Committee on Naval Warlike Stores.

The Secretary to the Admiralty.

(A. 2.)

Sir, Admiralty, S.W., 29 June 1894.

MY Lords Commissioners of the Admiralty have had under their consideration your letter of the 4th May 1894, on the subject of the responsibility of this Department for the Inspection of Naval Warlike Stores by War Office officials.

In reply their Lordships desire me to state that they concur with the second of the alternatives set forth in the second paragraph of your letter. They, therefore, agree that in accepting the Inspection of the Director of Artillery, War Office, as their Agent, they accept the responsibility for such inspection to the same extent as if it were conducted by their own officers.

I am, &c.

The Chairman of the Committee on Naval Warlike Stores, House of Commons. (signed) *Evan MacGregor.*

(B.)

(12,605—94.)

Sir, Treasury Chambers, 15 August 1894.

THE Lords Commissioners of Her Majesty's Treasury request you to remind the Lords Commissioners of the Admiralty that, in the letter from this Department of the 30th December last, respecting the Navy Appropriation Account for 1892–93, sanction to the temporary application of surpluses on individual Votes to meet deficits on other Votes, was deferred until the Naval Defence Account for 1892–93 had been passed under review by the Comptroller and Auditor General and the Public Accounts Committee.

My Lords have now before them paragraphs 44 to 76 of the Second Report of the Public Accounts Committee, 1894, dealing with the Navy Appropriation Account and Naval Defence Act Accounts for 1892–93, and They need defer the sanction, above referred to, no longer.

The details given in paragraph 33 of the Report of the Comptroller and Auditor General on the Navy Appropriation Account show that the effect of the adjustments between that Account and the Naval Defence Account, the carrying out of which was subsequently authorised by Treasury Letter of 25th April

April last, is to change the net deficit of 85,748*l.* 11*s.* 3*d.*, shown on the face of the Navy Apropriation Account, into a net surplus of 191,876*l.* 5*s.* 3*d.* This may be briefly explained thus :—

	£.	s.	d.
Savings as shown in the Appropriation Account - - - - - -	309,270	1	6
Add sum due for Dockyard Armanents to Vote 9 from the Naval Defence Account - - - - - - - - - - - - -	350,874	16	6
	660,144	18	–
Deficits shown in the Appropriation Account £. 395,018 12*s.* 9*d.* Add savings on 3 Sections of Vote 8 due to Naval Defence Account - - - - 73,250 – –	468,268	12	9
Net Surplus - - £.	191,876	5	3

The result of the payment of 350,874*l.* 16*s.* 6*d.* from the Naval Defence Account to Vote 9 is to convert the deficit of 235,483*l.* 5*s.* 4*d.*, shown on that Vote in the Appropriation Account, into a surplus of 115,391*l.* 11*s.* 2*d.*

The consequence of the payment of 73,250*l.* from the 3 Sections of Vote 8 to the Naval Defence Account is to reduce the net surplus of 138,728*l.* 16*s.* 7*d.*, shown on those Sections in the Appropriation Account, to 65,478*l.* 16*s.* 7*d.*

Under these circumstances my Lords, in the exercise of the powers given to them by Section 4 of the Appropriation Act, 1892, give the following authorities.

Excesses of Appropriations in Aid Realised.

My Lords sanction the temporary application, in relief of the charge on Exchequer grants, of the following sums by which the Appropriations in Aid of certain Navy Votes for 1892–93 exceeded the Estimate, viz. :—

		£.	s.	d.
Vote 1	Wages - - - - - - - - -	3,431	6	11
„ 3	Medical - - - - - - - -	47	7	2
„ 5	Educational - - - - - - -	1,248	11	–
„ 7	Reserves - - - - - - - -	11	13	5
„ 8 (II.)	Matériel - - - - - - - -	10,678	9	9
„ 9	Armaments - - - - - - -	11,935	15	1
„ 12	Admiralty - - - - - - -	2	–	–
„ 16	Australasian Squadron - - - - -	10,338	–	–
	£.	37,693	3	4

Application of Surpluses to meet Deficits.

My Lords also authorise the temporary application, so far as necessary, of the surpluses of certain Navy Votes to the defrayment of deficits on other Navy Votes for the year 1892–93, including Irrecoverable Balances, which, subject to adjustment with the Naval Defence Account, are shown as follows in the Navy Appropriation Account, viz. :—

		£.	s.	d.
Vote 2	Victualling - - - - - - - -	8,483	1	5
„ 3	Medical - - - - - - - -	6,435	9	8
„ 7	Reserves - - - - - - - -	12,996	10	1
„ 8 (I.)	Personnel of Shipbuilding - - - -	25,605	9	8
„ 8 (II.)	Matériel - ditto - - - - -	65,206	13	5
„ 9	Armaments - - - - - - -	235,483	5	4
„ 11	Miscellaneous - - - - - -	26,251	10	2
„ 12	Admiralty - - - - - - -	1,573	10	9
„ 13	Half-Pay - - - - - - -	5,370	18	9
„ 14	Naval and Marine Pensions - - - -	6,525	12	2
	Irrecoverable Balances - - - - -	1,086	11	4
	TOTAL - - - £.	395,018	12	9

I am, &c.
(signed) *Francis Mowatt.*

The Secretary to the Admiralty.

(C.)

Exchequer and Audit Department,
2 January 1895.

Sir,

I AM directed by the Comptroller and Auditor General to inquire whether the full sum of 60,000*l.*, for the Expenditure of which, under Vote 8—II., in anticipation of 1894-95, Treasury sanction was sought and obtained in March last (Admiralty Letter, 21st March 1894, and Treasury Letter, 28th March 1894), was fully spent in 1893-94, seeing that, if so, this expenditure would seem to have become the ultimate and determining cause of the deficit upon Navy Votes, 1893 94, the deficiency under Appropriations in Aid having been a foregone conclusion.

I have, &c.
(signed) *F. Phillips.*

The Secretary to the Admiralty.

(D.)

Statement of Surpluses and Deficits, 1893–94.

Vote and Service.	As Forecast on 21 March 1894.		Actual, 1893-94.		Remarks.
	Excesses over Exchequer Grants.	Surpluses of Exchequer Grants.	Excesses over Exchequer Grants.	Surpluses of Exchequer Grants.	
	£.	£.	£. s. d.	£. s. d.	
Vote 1.					
Wages, &c., to Seamen, &c.	2,700	—	—	17,762 5 8	Deficit anticipated becomes surplus.
Vote 2.					
Victualling and Clothing -	—	—	40,491 15 3	—	Not forecast.
Vote 3.					
Medical Services - -	3,100	—	2,198 10 3	—	
Vote 4.					
Martial Law - - - -	—	—	—	1,197 18 9	
Vote 5.					
Educational Services - -	—	1,300	—	5,314 9 5	
Vote 6.					
Scientific Services - -	—	—	—	976 15 3	
Vote 7.					
Royal Naval Reserve -	5,000	—	6,989 - 5	—	
Vote 8.—Forecast.					Vote 8.—Actual Expenditure.
Shipbuilding, Repairs, Maintenance, &c.					Shipbuilding, Repairs, Maintenance, &c.
Section I.:					Section I.:
Personnel: £.					Personnel: £. s. d.
Deficit - - 16,300					Deficit - - 13,910 6 9
Section II.:					Section II.:
Matériel:					Matériel:
Deficit - - 53,500					Deficit - - 60,781 - -
Sections I. & II., Deficit - - 69,800					Sections I. & II., Deficit - - 74,691 6 9
Section III.:					Section III.:
Contract Work:					Contract Work:
Surplus - - 67,200					Surplus - - 53,863 2 10
Net Deficit - 2,600					Net Deficit - 20,828 3 11
To be received from Naval Defence Fund - 68,000					To be received from Naval Defence Fund - 72,305 - -
Surplus - - 65,400 on Normal Services available for other Votes - - -	—	65,400	—	51,476 16 1	Surplus - - 51,476 16 1 on Normal Services available for other Votes.
Carried forward £.	10,800	66,700	49,679 5 11	76,728 5 2	- - Carried forward,

STATEMENT OF SURPLUSES AND DEFICITS, 1893-94—*continued.*

VOTE AND SERVICE.	AS FORECAST on 21 March 1894.		ACTUAL, 1893-94.		REMARKS.
	Excesses over Exchequer Grants.	Surpluses of Exchequer Grants.	Excesses over Exchequer Grants.	Surpluses of Exchequer Grants.	
	£.	£.	£. s. d.	£. s. d.	
Brought forward - -	10,800	66,700	49,679 5 11	76,728 5 2	- - Brought forward.
VOTE 9.					VOTE 9.
Naval Armaments:					Naval Armaments:
£.					£. s. d.
Surplus - - 1,300					Surplus - - 39,249 14 -
To be paid into Naval Defence Fund - - 20,000					To be paid into Naval Defence Fund - - 55,377 17 8
Deficit on Normal to be met out of other Votes - 18,700	18,700	—	16,128 3 8	—	Actual Deficit on Normal - - 16,128 3 8
VOTE 10.					
Works, Buildings, &c. -	—	6,000	11,191 19 8	—	Anticipated Surplus becomes a Deficit.
VOTE 11.					
Miscellaneous Services -	15,200	—	29,402 16 9	—	
VOTE 12.					
Admiralty Office - -	—	2,900	—	1,938 9 1	
VOTE 13.					
Half-Pay, &c. - - -	—	—	—	2,698 2 6	Not Forecast.
VOTE 14.					
Naval Pensions, &c. -	17,700	—	20,001 9 4	—	
VOTE 15.					
Civil Pensions, &c. - -	—	—	2,225 4 1	—	Not Forecast.
VOTE 16.					
Australasian Naval Force	—	—	—	10,235 4 -	Not Forecast.
Balances Irrecoverable -	12,000	—	12,490 10 6	—	
TOTALS - - - £.	74,400	75,600	141,119 9 11	91,600 - 9	
NET SURPLUS (Forecast) .	£. 1,200.		£. 49,519. 9. 2.		Actual Net DEFICIT.

(E.)

Exchequer and Audit Department,
25 October 1894.

Sir,

With reference to your explanation, given on the 8th December 1893, in reply to Query No. 16 (Admiralty, No. 4911), on Vote 8, Section I., for the year 1892–93, to the effect that the Commodore at Hong Kong had been requested to report upon the method of calling for and deciding upon local tenders for labour, &c., I am directed by the Comptroller and Auditor General to inquire whether the Commodore's report has yet been received; and, if so, to request that the information sought in the query referred to may be now furnished.

I am, at the same time, to forward copy of a comparative statement of wages paid in the Naval Yard and paid by a local Dock Company, which has been transmitted by the local auditor in connection with his observations upon the examination of the Yard records for 1893–94, and which appears to bear upon the question raised by Query 16.

I have, &c.
(signed) *F. Phillips.*

The Accountant General of the Navy.

(E. 1.)

Admiralty, 15 December 1894.

Sir,

In reply to Mr. Phillips' letter of 25th October last (No. 1021), respecting the method of calling for local tenders for labour at Her Majesty's Naval Yard at Hong Kong, I have to acquaint you that a report on the subject has been furnished by the Commodore, with particulars of the action taken by him to place the arrangements for obtaining labour by contract on a more satisfactory basis for the future. From the information received it appears that the contracts concluded in 1875 and 1876 for the supply of plumbers, masons, shoemakers, and caulkers had been from time to time reviewed, but as the rates of pay compared favourably with those paid to the local Dock Company, and there being a general tendency of wages at Hong Kong to rise, it had hitherto been considered inexpedient to enter into fresh agreements.

Steps have, however, now been taken to terminate the existing contracts and to enter into new ones, providing for a somewhat lower rate of pay per day, and terminable after twelve months, at the expiration of which time they will be closed or renewed for another year, as may be deemed best under the circumstances.

I have, further, to acknowledge the receipt of the statement comparing the wages at the Naval Yard with those paid by the Whampoa Dock Company, which will be forwarded to the Commodore for his remarks, and a further communication will be made to you on receipt of his reply.

I am, &c.
(signed) *G. FitzGerald,*
Accountant General of the Navy.

The Comptroller and Auditor General,
Somerset House, W.C.

(F.)

Admiralty, 5 June 1894.

Sir,

I am commanded by the Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the extension of the Yard at Malta is completed, and the item appeared for the last time in Navy Vote 10, 1893–94.

The stores and plant have been reduced to a certain extent, but the item could not be completely closed in 1893–94, as questions have arisen as to the correct method of disposing of the surplus stores, tools, and plant standing on the Extension Works Ledger.

The estimated total value of the above, amounts approximately, to 15,577*l.*, and consists of—

	£.
Stores, new tools and plant, and spare gear - - - - - - - -	2,029
Tools and plant, including cranes, engines, dredger, and rock cutter, barges, &c.	13,548
	£. 15,577

Many of the articles will be required for new works and repairs at Malta in 1894–95 and future years, and as local builders do not possess any but the most ordinary building appliances, it is necessary that sufficient plant, &c., should be retained to carry out all contemplated works, as is done by other Public Departments at Malta.

The extension works are now part of the Dockyard, and their maintenance will be provided for under the Repairs and Maintenance item, which will require additional plant, &c., for the purpose.

There is no prospect of obtaining at Malta anything like a reasonable price for the articles, even if a sale could be effected, and it would appear preferable to transfer the whole of the stores, tools, and plant to Repairs and Maintenance without money charge, an explanatory note being appended in the Appropriation Account accordingly.

Should

Should it be found that any of the tools and plant are more than are absolutely required at Malta, or that the stores will not be expended within the next few years, endeavours will be made to transfer them as opportunity occurs to other Stations or Departments.

I am to request the sanction of the Lords of the Treasury to the course recommended.

I am, &c.
The Secretary to the Treasury. (signed) *R. D. Awdry.*

(F. 1.)

(9011—94.)

Sir, Treasury Chambers, 16 June 1894.

The Lords Commissioners of Her Majesty's Treasury having had before them your letter of the 5th instant as to the disposal of surplus stores, tools, and plant on completion of the extension works at Malta Yard, I am directed to acquaint you that their Lordships concur in the proposal of the Board of Admiralty to transfer the articles in question to the Repairs and Maintenance service without money charge, a note of the transaction being added to the Appropriation Account.

I am, &c.
The Secretary to the Admiralty. (signed) *Francis Mowatt.*

(G.)

Exchequer and Audit Department,
Sir, 20 February 1894.

I am directed by the Comptroller and Auditor General to state, for the information of the Lords Commissioners of the Admiralty, that his attention has been drawn to a loss of 50*l.* 11*s.* 9*d.*, charged under "Balances Irrecoverable" in 1893–94.

This sum is the estimated amount of pension overpaid, owing to the forgery of various necessary signatures each quarter to pension documents by the widow of a deceased pensioner, and to her successful use of them during a period of nearly five years.

It appears to be difficult under present arrangements to provide an immediate check upon continued forgery in such a case as that in question; but the fact that such frauds are possible leads the Comptroller and Auditor General to consider whether there is any strengthening of safeguards practicable, that might assist, if not in their prevention, at least in their earlier detection.

I am to inquire, then, whether there exist means in the Admiralty of reviewing from time to time *all instances* in which pensioners *do not attend personally* at post offices to draw their pensions, and, if so, whether, in cases where failure to make personal attendance is continuous over several quarters, it might not be desirable to effect direct communication from the Admiralty with the last person who has certified to life in verification of his signature, &c.

I am, at the same time, to inquire whether the identity certificates of Navy Pensioners might not, with advantage, bear a brief description of the individuals, as in the case of Army Pensioners, and also whether it should not be made compulsory on Navy Pensioners, as it is on Army Pensionors, to produce their identity certificates when submitting life certificates for signature.

Specimens of Army Forms D. 446 (Identity Certificate) and D. 448 (Life Certificate) are herewith transmitted for inspection, in connection with the above suggestions, and with regard to the former it may be observed that the "description" is susceptible of extension by the addition of "distinguishing mark or feature, &c."

I have, &c.
The Secretary to the Admiralty. (signed) *F. Phillips.*

(G. 1.)

Sir, Admiralty, 7 July 1894.

With reference to your letter of 20th February last, No. 227, proposing the adoption of certain safeguards to prevent Naval Pensions being obtained in future by fraudulent means, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that an inquiry similar to that suggested in the fourth paragraph of your letter has already been carried on in this Department, the investigation which has for some years been prosecuted as to the cause of absence of any Pensioner not claiming his Pension for over three quarters being now, in view of Cadogan's case, similarly carried out in respect of men who assign their Pensions to their wives.

As regards the remaining question, whether the Pensioner's personal description could not advantageously be inserted on their Identity Certificates, my Lords are satisfied that as a precautionary measure against fraud the proposal would be of doubtful utility, and might be the means of assisting in personation. Further, they are of opinion that there is not any such evidence of fraud in obtaining payment of the Pensions as would warrant the large expense which the proposal would obviously involve, there being upwards of 20,000 men scattered over all parts of the United Kingdom of whom descriptions would have to be obtained and transcribed on their Certificates, and to be of service, would require to be periodically renewed.

Notwithstanding the strictest investigation that has been instituted, whenever there is the slightest ground for doubt, only eight cases of Pensions being improperly obtained have been discovered during the nine years the present system of payment has been in operation. In some of these cases there is no evidence of intentional fraud, and in none of them would detection have been assisted by the Pensioner's description on his Identity Certificate.

Together with the suggestions contained in your letter, my Lords have also considered the question of obtaining more direct information as to whether fraud is being practised or not, by the identification of all men on the Pension List now in course of payment. In the absence, however, of grounds for suspecting the prevalence of fraud to any appreciable extent, and in view of the heavy expense which such a course would necessarily entail, and its distastefulness to the great majority of the Pensioners themselves, they are unable to recommend its adoption.

I am to add that a valuable safeguard against fraud is found in the Death Certificates which are now regularly furnished for Pensioners by Registrars throughout the United Kingdom, making personation too unsafe to be attempted, except in the event of a man dying abroad, as in Cadogan's case.

I am, &c.

The Comptroller and Auditor General,
Somerset House, W.C.

(signed) *Evan MacGregor.*

(H.)

(No. 11,821—94.)

Sir, Treasury Chambers, 9 January 1895.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you copy of correspondence between this Department and the Admiralty, as noted herunder, relative to a loss of 2,159*l.* 18*s.* 11*d.* caused by the defalcations of Mr. Rice Harris, late Paymaster of H.M.S. "Nymphe," viz. :—

Admiralty to Treasury	27th November	1893.
Treasury reply	4th December	1893.
Admiralty to Treasury (not received)	15th January	1894.
Admiralty to Treasury (enclosing copy of last)	4th May	1894.
Treasury reply	31st May	1894.
Admiralty to Treasury	27th July	1894.
Treasury reply	29th August	1894.
Admiralty to Treasury	19th November	1894.
Treasury reply	8th December	1894.

I am, &c.

The Comptroller and Auditor General.

(signed) *Francis Mowatt.*

(3 E., 2993—4281.)

Sir, Admiralty, 27 November 1893.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the final Cash Account of H.M.S. "Nymphe" between the 1st October and the 6th November 1892, has been closed, and that the Balance due to the Crown amounts to 2,159*l.* 18*s.* 11*d.* caused by the defalcations of the late Paymaster, Mr. Rice Harris, who was tried by Court Martial at Portsmouth for embezzlement and neglect of duty and sentenced to 18 months' imprisonment with hard labour, and to be dismissed Her Majesty's Service with disgrace.

On reviewing the Court Martial proceedings, my Lords were of opinion that the Commanding Officer, in examining the Balances periodically and at an irregular period, which appears to have been done as directed by the Regulations, had not carried out this duty with the precision and exactitude it requires. They have, therefore, dealt with his case as a matter of naval discipline. The embezzlement was accompanied by the falsification of the Ship's Cash Book, and in this way the Commanding Officer was deceived.

On the 1st October 1892 the Balance brought forward in the Monthly Cash Account for October 1892 sent into Office was shown 2,006*l.* 10*s.* short. This error was discovered by the Accountant General immediately on the receipt in Office of the document. Steps were at once taken, and the defaulter was arrested a few days later on his arrival in the mail steamer by which the officers returned to England, the "Nymphe" having been paid off and recommissioned at Vancouver.

The report of the Accountant General is enclosed, and my Lords direct me to observe that, in view of recent alterations in the Queen's Regulations, by which the attention of Commanding Officers has been called to the importance of a close supervision of the Cash Balances in the hands of Accountant Officers, they do not propose to issue any fresh instructions.

I am, therefore, to request that you will invite the concurrence of the Lords Commissioners of Her Majesty's Treasury to the loss (2,159*l.* 18*s.* 11*d.*,) being written off to Balances Irrecoverable in the Account for 1892–93 now being closed.

I am, &c.

The Secretary to the Treasury.

(signed) *Evan MacGregor.*

(No. 17,257—93.)

Sir, Treasury Chambers, 4 December 1893.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 27th ultimo (3 E., 2993—4281), in which the Lords Commissioners of the Admiralty announce that 2,159*l.* 18*s.* 11*d.* of Public Money has been stolen by Ex-Paymaster Rice Harris, who has been punished with 18 months' hard labour and dismissal from Her Majesty's Service with disgrace.

The Board of Admiralty further intimate that facilities for the commission of this crime were afforded by the "decidedly perfunctory manner" in which the Commanding Officer of Her Majesty's Ship "Nymphe" discharged the duty of checking the paymaster's balances.

E.g., he failed to detect that the balance carried forward to the Paymaster's Cash Account for October 1892 was 2,006*l.* 10*s.* short of the sum shewn to have been left in hand by the September Account.

And my Lords are informed that this neglect has been dealt with as "a matter of Naval Discipline."

The responsibility of a Commanding Officer for the due exercise of his control over the Accountant Officer's transactions, under what are now Articles 557 and 1332 of the Queen's Regulations, has formed the subject of frequent letters between the Treasury and Admiralty; and my Lords would particularly refer to the correspondence that took place in 1890 and 1891 respecting the defalcations of Dixon of Her Majesty's Ship "Volage." In that case the Commanding Officer was not merely dealt with under the Naval Discipline Act, but, as stated in your letter of the 11th April 1891, was called upon to refund the sum of 50*l.* as part of the loss of public money. This case became well known throughout the service, and led to the issue of revised Regulations.

Article 1376 of the Queen's Regulations shows that every officer of the Royal Navy is expected to understand that his pay may be stopped for making good a loss of public money due to his negligence.

It must not be supposed from these remarks that my Lords have any disposition to undue severity in enforcing financial responsibility upon Commanding Officers, whose numerous duties make it impossible that they should devote more than a very moderate amount of attention to the proceedings of the Accountant Officers of their ships.

Nevertheless, there are certain obvious precautions, prescribed by rule as well as common sense, which a Commanding Officer cannot excuse himself from taking either in person or by deputy; and if they are neglected with resultant loss to the public, my Lords hold that the Board of Admiralty should consider whether the neglect ought not to be marked by some pecuniary fine.

My Lords would ask whether the present case of the "Nymphe" has been considered from that point of view.

I am, &c.

The Secretary to the Admiralty. (signed) *R. E. Welby.*

(3 E., 3068—93—150.)

Sir, Admiralty, 15 January 1894.

IN reply to your letter of the 4th ultimo (17,257–1893), I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the case of Commander Turner had the serious consideration of the Board of Admiralty and the whole circumstances were under their review. It was dealt with by them as a matter of default in carrying out the discipline of the ship, and they regret they are unable to re-open the question.

I am, however, to observe, as allusion is made to it in the letter of the 4th ultimo, under reply, that the case of Captain Acland of the "Volage" was somewhat different to the present one, though they were analogous circumstances.

There was embezzlement in both cases, which neither of the commanding officers detected in his periodical examination; Captain Acland was not, however, mulcted on this account, but for his default in not having (on the dismissal from his ship of the Paymaster by Court-martial) caused the cash to be transferred from the Paymaster, by which opportunity was given him to leave the ship the same evening with over 1,000*l.* of the public money and a resulting loss of about 50*l.*

Under these circumstances, I am again to request the concurrence of their Lordships of the Treasury to writing off the loss to Balances Irrecoverable.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(3 E., 3068-93—1374.)

Sir, Admiralty, 4 May 1894.

NO reply having been received to my letter of the 15th January last respecting the loss by embezzlement in the "Nymphe" in 1892, I am commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of the same, and to request you will move the Lords Commissioners of Her Majesty's Treasury to concur in the amount being written off to Balances Irrecoverable.

I am, &c.

The Secretary to the Treasury. (signed) *Evan MacGregor.*

(7420—94.)

Sir, Treasury Chambers, 31 May 1894.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your further letter of the 4th instant (3 E., 3068–93—1374) relative to the defalcations of Paymaster Rice Harris, late of Her Majesty's Ship "Nymphe."

My Lords regret that the Lords Commissioners of the Admiralty see difficulty in the way of re-opening the case of Commander Turner with the view of recovering from him some portion of the public money lost by his neglect of duty, inasmuch as, if their Lordships of the Admiralty should continue to hold this view, my Lords would feel a corresponding difficulty in sanctioning the proposals to write off as irrecoverable the amount of the loss, and would consider it their duty to send copies of the correspondence which has passed upon the subject to the Comptroller and Auditor General in order that the matter may be brought before the Committee of Public Accounts.

My Lords trust, however, that their Lordships of the Admiralty will on further consideration see the essential similarity between this case and that of the "Volage," in which they will remember that the fine ultimately inflicted under pressure from this Board was the round sum of 50*l.* instead of the 47*l.* originally proposed by the Admiralty as being the amount lost by his personal default.

It is scarcely correct to say that the Captain of the "Volage" was not mulcted for his failure to detect the Paymasters' embezzlement, but for his default in not having caused the cash to be transferred from the Paymaster.

In your first letter of the 24th December 1890 you informed my Lords that the Lords Commissioners of the Admiralty had already dealt with the omission in regard to the transfer as a matter of Naval discipline, and that they proposed to call upon the Captain to repay only the amount (47*l.*) lost by his personal default.

My Lords, in their letter of the 20th March 1891, after satisfying themselves that the loss was partly attributable to the non-discovery of earlier embezzlement, in consequence of an inefficient performance of the duty of surveying the Paymaster's Balances, stated that they were aware that the negligence of which the Captain had been guilty had already been dealt with as an offence against Naval discipline, and that they would consent to the infliction of a much lighter fine upon him than they would otherwise have been able to agree to; but, in order to mark his general responsibility for the earlier embezzlement, they asked that he should be called upon to pay the round sum of 50*l.* towards making good the loss, which might have been prevented had he exercised proper care and obeyed the directions given to him.

In your letter of 11th April 1891 you inform my Lords that their Lordships of the Admiralty had called upon the Captain to refund 50*l.* as part of the loss arising from the defalcations; and neither in this letter, nor in the subsequent correspondence on the subject of framing clear instructions for the guidance of Commanding Officers in the performance of the duty of surveying balances, was any objection raised by you to the principle which led my Lords to substitute the fine of a round sum of 50*l.* for the 47*l.* originally proposed by you. The principle on which the fine was inflicted upon the Captain of the "Volage" strictly applies to the case of the Commander of the "Nymphe," for the Lords Commissioners of the Admiralty acknowledge that he did not carry out the duty of examining the balances with the precision and exactitude it requires; and, as the Accountant General of the Navy reports that there is good reason to believe that the money was stolen at some period during the last three or four months prior to the 30th September 1892, there can be no question but that the amount of the embezzlement would have been greatly reduced if the examination had been made with due care and intelligence. It would probably not have occurred had the Paymaster known that his Balances would be properly examined at the close of each month and at surprise visits.

I am, &c.

The Secretary to the Admiralty. (signed) *F. Mowatt.*

(E., 1376—2297.)

Sir, Admiralty, 27 July 1894.

In reply to your letter of the 31st May, No. 7420—94, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that they have again had under review the case of Commander Turner and his default in the examination of the Balances of Cash in Her Majesty's Ship "Nymphe" in the latter part of 1892.

2. As expressed in my letter of the 15th January last, "the matter had the serious consideration of "the Board of Admiralty, and the whole circumstances were under review." It was dealt with by my Lords as a question of Naval discipline, and, after due deliberation, they decided to severely censure Commander Turner, and this decision has been noted against him in the Admiralty Records. They do not therefore see their way, especially after so great a lapse of time, to re-open the question, and practically to add to the punishment which they considered due to his offence.

3. My Lords would take this opportunity of pointing out the essential difference which exists between the relative positions of Paymasters and Commanding Officers. Paymasters are granted a liberal scale of salary because of their direct responsibility for the care of money, carrying with it, as this responsibility does, a liability to make good deficiencies which may arise owing to their own default. The pay of the Executive Officer has not been framed on a scale which leaves much margin to meet such liabilities; and, in the opinion of my Lords, any negligence on the part of the Commanding Officer with regard to the performance of his duty in surveying the Paymaster's balance should, except in very special cases, be dealt with as an offence against Naval discipline, and not by a fine.

4. In the opinion of my Lords the case of Captain Acland of the "Volage" was altogether exceptional, inasmuch as this officer omitted to carry out a distinct instruction of his superior officer, and by that failure of duty directly brought about an additional loss to the Crown of 47*l.*

5. In that case the Admiralty proposed to charge Captain Acland with this amount, as having been "lost by his personal default," and afterwards acquiesced in the addition of 3*l.* to that amount, making a total charge of 50*l.* (not a fine of 50*l.*), in consequence of the following expression of opinion by their Lordships of the Treasury in their letter of the 20th March, 1891:—"My Lords are aware that "the negligence of which Captain Acland has been guilty has already been dealt with as an offence "against Naval discipline, and they accordingly consent to the infliction of a much lighter fine upon "him than they would otherwise have been able to agree to. In order, however, to mark his general "responsibility for the embezzlement anterior to 26th June, my Lords must ask that Captain Acland "be

" be called upon to pay the round sum of 50*l.* towards making good the loss which might have been " prevented had he exercised proper care, and obeyed the directions given to him."

6. In the present case, no sum corresponding to the 47*l.* can fairly be recovered. And, for the reasons already stated, my Lords do not think that even a light fine should be imposed. They would therefore again invite the concurrence of their Lordships of the Treasury in writing off the loss to " Balances Irrecoverable."

I am, &c.
The Secretary to the Treasury. (signed) *Evan MacGregor.*

(11,821—94.)

Sir, Treasury Chambers, 29 August 1894.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords Commissioners of the Admiralty, that they have carefully considered your letter of the 27th ultimo (E. 1376—2297) further on the subject of the defalcations of Paymaster Rice Harris, late of Her Majesty's Ship " Nymphe," and of Commander Turner's responsibility in the matter.

I am to say that, in view of the provisions in the Queen's Regulations to which my Lords have already referred, they can have no doubt as to Commander Turner's pecuniary liability to make good the loss to which his disregard of financial duty has contributed, and as their Lordships of the Admiralty are unwilling to mark that responsibility by the infliction of even a moderate fine, my Lords must with regret withhold their sanction to the writing off of the loss of 2,159*l.* 18*s.* 11*d.* in this case as a " Balance Irrecoverable."

A copy of the correspondence is being sent to the Comptroller and Auditor General accordingly.

I am, &c.
The Secretary to the Admiralty. (signed) *E. W. Hamilton.*

(No. 3 E., 2192—3655).

Sir, Admiralty, 19 November 1894.

IN reply to your letter of the 29th August, respecting the defalcations in the " Nymphe " and the responsibility in the matter of the late Commanding Officer, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that my Lords have given much consideration to the case, and I am to offer the following remarks:—

My Lords view with regret the decided judgment expressed by their Lordships of the Treasury as to the object and intention of Article 1376 of the Queen's Regulations.

This Article is of a general character, and has never as yet been considered to apply to a Commanding Officer in the sense that he would have to make good an *embezzlement* by an Accountant Officer under his command, nor do my Lords consider that it was framed with that intention. It merely lays down the principle that wilful damage or loss shall be made good by the defaulter, and that his pay shall be liable at the discretion of my Lords.

I am to point out to you, and to request you will call the attention of their Lordships of the Treasury to, the consequences that would arise were this Article to be understood and enforced in the sense which is now sought to be put upon it. The serious responsibility it would entail on *all* Commanding Officers would at once raise a demand, which could hardly with equity be resisted, for a large increase of pay to all officers in command of Her Majesty's Ships to meet the risk to which they would be thus subjected.

Admitting, however, for argument's sake, the view taken by their Lordships of the Treasury that Article 1376 embraces the responsibility of the Commanding Officer as to the Accountant Officer under his command, and that, in the event of defalcation by his subordinate, the Commanding Officer's pay is liable to the full extent of the loss incurred, I am to observe that the Article is still limited in its application by the power and discretion vested in my Lords—" the pay and allowances *may be* stopped " —the adjudication rests with the Admiralty; and I am further to add that my Lords feel sure that on reconsideration their Lordships will agree with them that the Department which is cognisant of all the circumstances under which Naval Officers carry out their multifarious and responsible duties is alone capable of arriving at a right judgment respecting the discipline to be properly exercised in a particular case such as the one in question. My Lords are confident that their Lordships of the Treasury will recognise that other considerations than the financial must have their due weight in the exercise of so serious a matter as discipline.

It should be observed that the Court Martial, composed of officers occupying positions analogous to Commander Turner's, and capable of appreciating every point of the evidence presented to them, expressed no opinion or judgment respecting the conduct of that officer. Had there been wilful default they would have noticed it as in duty bound.

My Lords, however, on a review of all the circumstances, thought it right to severely censure Commander Turner for the lax and unbusinesslike way in which he conducted the periodical examination: and having the whole case before them, and in the exercise of the power and discretion vested in them, adjudged (as they still consider) suitable and sufficient punishment.

Should their Lordships of the Treasury require further information on the case, I am to suggest to you for Their consideration whether personal conference between the two Departments is not desirable.

I am, &c.
The Secretary to the Treasury. (signed) *Evan MacGregor.*

(17,056—94.)

Sir, Treasury Chambers, 8 December 1894.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 19th ultimo (No. 3 E., 2192—3655), respecting the responsibility, under Article 1376 of the Queen's Regulations, of the Commanding Officer of one of Her Majesty's Ships, for the defalcations of the Paymaster of that ship.

As the Lords Commissioners of the Admiralty are aware, it is laid down in that Article that "if an "officer . . . shall . . . through his misconduct or negligence permit or conduce to the loss, "deficiency, embezzlement, destruction or deterioration of any money, stores or provisions . . ., the "pay, allowances and future half-pay, retired pay, and pension of such officer shall be answerable for "the same, and may be stopped until the Crown shall have been completely reimbursed for every such "loss or improper expense which he may have caused or promoted."

The power thus given by the Article and established by the Order in Council of 15th March 1893, is to be exercised by the Board of Admiralty alone. They can enforce recovery in whole or part, or not at all, at their discretion. But before any loss not so recovered can be written off it is requisite, under Inter-Department Regulations of long standing, that Treasury consent should be obtained.

The Treasury, therefore, as the Department generally responsible for financial order in Public Service, and as participator in the act of writing off the loss, acquires the voice of a counsellor and critic of the Admiralty in the exercise of their power of recovery. The Treasury can give or withhold assent to the write-off for stated reasons, which will become known to the Comptroller and Auditor General and ultimately to the Public Accounts Committee, and must be defended by the Treasury if called in question.

All writes-off of money losses have to be reported to Parliament through the medium of the Appropriation Accounts, and are not unfrequently commented upon by the Public Accounts Committee. Moreover, that Committee has more than once instructed the Comptroller and Auditor General to make a special report to them of losses by defalcation.

If the Board of Admiralty were unduly lenient in exercising their power of recovery, and in inducing this Department to concur in the consequent writes-off, the Treasury would incur a joint responsibility with the Admiralty. It is only prudent, therefore, that when my Lords feel doubtful whether they ought to consent to a write-off or not, they should wait for some expression of opinion on the part of the Public Accounts Committee, which will assist the Admiralty as much as this Department in their subsequent conduct.

My Lords hope that the Board of Admiralty will not think that they fail in appreciating the manifold responsibilities of the Commander of one of Her Majesty's ships and the inexpedience of imposing upon him in addition thereto a direct financial responsibility which properly belongs to the Paymaster, and for which the latter is paid and the Captain is not.

The financial responsibility of the Commanding Officers is confined to the reasonably intelligent observance of a very few simple rules, by which a certain check is exercised over the cash balances of the Paymaster. In spite even of the strict observance of those rules a defalcation may occur, but so long as the Commanding Officer can show that he fulfilled the rules in letter and spirit he need not fear that he will be mulcted under Article 1376. On the other hand, if the Commanding Officer has been "lax and unbusinesslike," my Lords think that it becomes the duty of the Admiralty to consider whether some part of any money loss to which his carelessness has contributed should not be recovered from him in the form of a fine, instead of merely treating the case as an offence against Naval Discipline.

The Admiralty do not seem to have considered the application of Article 1359 of the Regulations of 1887 in the first instance, in the case of Commander Turner of Her Majesty's Ship "Nymphe;" and when my Lords drew their attention to it they said it was too late, and the case could not be reopened.

My Lords do not pretend to say that the Admiralty ought always to fine in cases of laxity. It is possible that a fine ought to be reserved for very special cases like that of Captain Acland of Her Majesty's Ship "Volage;" but whenever the case is one of negligence conducive to a money loss, the question of fining should be carefully considered, and decided.

There have been many cases of money loss in which my Lords have been content to ascertain that the Board of Admiralty have considered whether any officer has been so much at fault as to make it proper to enforce pecuniary responsibility, and been satisfied to accept their decision.

What their Lordships feel bound to oppose is the looking upon Article 1376 or its forerunners as something which the Admiralty can put aside as irrelevant if they prefer to treat a case as one of Naval Discipline. If the case falls within the scope of the Article, the responsibility for exercising the power given by the Article cannot be evaded.

My Lords hope that they have now made their views clear to the Board of Admiralty, clearer perhaps than could be effected by the desultory conversation of officers in conference, and that the Board will concur with them in the view that their approval of the write-off of the loss in this case should be deferred until some expression of opinion has been obtained from the Committee of Public Accounts on the subject.

I am, &c.

The Secretary to the Admiralty. (signed) *Francis Mowatt.*

(I.)

The following charges, amounting to 229,890*l.*, are stated to have been incurred by other Departments on account of the Navy in 1893-94, viz. :—

			£.	s.	d.	£.	s.	d.
		VOTED SERVICES :						
Class	I., Vote	9.—Public Buildings, Great Britain :						
		Rents, Insurance, Tithes, &c.	4,209	–	–			
		New Works and Alterations	784	–	–			
		Maintenance, Repairs, &c.	3,885	–	–			
		Furniture	1,065	–	–			
		Fuel, Gas, Water, &c.	2,926	–	–			
						12,869	–	–
Class	I., Vote	4.—Admiralty (Extension of Buildings (*net*))				47,602	–	–
„	I. „	10.—Surveys of the United Kingdom				329	–	–
„	I. „	13.—Rates on Government Property				54,069	–	–
„	I. „	14.—Public Works and Buildings, Ireland :						
		Purchase of Sites, &c.	5,324	–	–			
		Maintenance and Supplies, &c.	5,449	–	–			
		Furniture, Fittings, &c.	226	–	–			
						10,999	–	–
Class	II., Vote	13.—Exchequer and Audit Department (Cost of Audit, including Cash, Store, and Manufacturing Accounts)				17,024	–	–
„	II. „	23.—Stationery and Printing				59,514	–	–
„	III. „	1.—Law Charges, England				899	–	–
„	III. „	8.—Prisons, England				1,418	–	–
„	III. „	14.—Prisons, Scotland				48	–	–
„	III. „	21.—Prisons, Ireland				36	–	–
„	VI. „	1.—Superannuations, &c. (Sub-Head F.)				70	–	–
Rev. Depts.		—Postage				10,881	–	–
„	„	Telegraph Service				14,132	–	–
						£. 229,890	–	–

EIGHTH REPORT

OF THE

COMPTROLLER AND AUDITOR GENERAL

UPON THE

STORE ACCOUNTS OF THE NAVY.

EIGHTH REPORT OF THE COMPTROLLER AND AUDITOR GENERAL

UPON THE

STORE ACCOUNTS OF THE NAVY.

DOCKYARD STORES.

VALUE OF STOCKS AT 31ST MARCH 1894.

Decrease in the Value of Stock of Naval Stores in 1893–94, supported by Explanatory Statement.

1. THE value of the Stock of Naval Stores, Coals, and Dockyard-made Machinery, on the 31st March 1894, was 2,452,492*l.*, as compared with 2,560,215*l.* brought forward on 1st April 1893. There is, therefore, a decrease in the year amounting to 107,723*l.*, of which 99,503*l.* falls under the head of Naval Stores, and 8,220*l.* of Dockyard-made Machinery.

It will be seen on reference to page 60B of the Appropriation Account that an Explanatory Statement appears (for the first time this year) in which the various causes of this Difference in Value are set out; and this abstract shows that a decrease of 64,703*l.* is attributable to "Reduction of Stock due to Quantity," and 43,020*l.* to "Reduction in Prices."

The most noteworthy item in this statement is "Excess on Programme," 44,479*l.*, which represents the extent (in net value) to which the Stock of Naval Stores has been depleted in connection with the General Services of the year.

Analysis of the Statement explanatory of causes of Decrease shows continued depletion under "Sea Stores."

2. For a full comprehension of the statement on page 60B of the Appropriation Account, it is necessary to refer to the "Statement shewing the Differences between the "Programme Estimate for Naval Stores, &c., and the Actual Expenditure" in 1893–94, given on page 31 of Dockyard Expense Accounts, 1893–94, and from this statement it will be seen that the principal excess-issues of Stores have occurred under "New Construction" (33,960*l.*), and "Sea Stores, &c." (36,574*l.*)—partly compensated for by under-issues of Stores for Reconstruction, Repairs, and Coals for Steaming, &c.

As regards "New Construction," the excess-issues are incidental to the carrying out of Programme-work, and do not appear to require special comment here; but the excess-issues under "Sea Stores" presumably indicate the larger requirements of a growing Fleet, which may not have been sufficiently provided for in the cash estimates of the year, with a resulting depletion of Reserve Stock.

It is to be observed that an excess-issue under "Sea Stores" also occurred in 1892–93 to the extent of 96,376*l.* upon an estimated issue of 379,213*l.*, and previously in 1891–9 to the extent of 41,911*l.* upon an Estimated Issue of 363,900*l.*

The Estimated Issue in 1893-94 was increased to 449,935*l.*, but this has proved insufficient: and it remains to be seen whether the further increased estimate of 516,467*l.* in 1894–95 will suffice for the requirements of the Fleet in that year.

If so, and if cash provision has at the same time been made to an equivalent extent, the combined over-issues will be overtaken and the reserve stock of Sea Stores will cease to be depleted.

I have recently inquired from the Admiralty whether, in 1894–95, cash provision was equally augmented, and I am informed that it was.

INDEPENDENT SURVEYS OF STOCK.

Independent test-verifications of Stock in 1893–94.

3. The independent test-verifications of Stock by officers sent from the Admiralty (Naval Stores Branch) continued to be made, with satisfactory results, in 1893-94, and upwards of 170 surveys have taken place.

Later development with regard to Stocktaking, as suggested by the Public Accounts Committee and Treasury in 1894.

4. The question of Stocktaking has, however, since entered on a new phase.

In paragraphs 31 to 46 of their Fourth Report, 1894, the Public Accounts Committee dealt exhaustively with this subject, and the Treasury by Minute dated 19th October last reviewed the whole matter:—finally recommending that the Admiralty should take into consideration the War Office system under which officers responsible to the Head of the Department and independent of the Storekeeping Branch carry out Surveys of Stock; and indicating the Expense Accounts Branch of the Admiralty as a possible agency.

How far this suggested change in the direction of the greater independence of the Central Surveying Officers commends itself to the Board of Admiralty I do not yet know, but I have recently been informed that the question is under the consideration of the Board, and that a communication will be made to the Treasury on the subject as early as practicable.

Statement showing Depreciation of Stock of Naval Stores, upon Surveys, 1893–94.

nalysis of depre-
ation.

5. The total depreciation in the value of stock, owing to the writing-down of values on survey, &c., as shown by the Annual Statement submitted to my Department, amounts to 27,401*l.*, as compared with 14,695*l.* in 1892–93.

The great increase in depreciation arises from the writing-down of values in the case of articles that have been superseded and are obsolete. This total has been distributed by the Admiralty under four classes of depreciation, as follows :—

(a) Amount due to deterioration of stores while on store charge, 11,049*l.*
(b) Amount due to superseded or obsolete stores, 14,350*l.*
(c) Amount due to alteration of prices on re-survey, 1,440*l.*
(d) Amount due to stores lost, 562*l.*

Detailed Test-Examination of Store Records at Home Dockyards, 1893–94.

rrangements that
alterations in
uantities shown
on Ships'
emand Notes shall
future be duly
itialled.

6. The detailed test-examination of Store Records at the Home Dockyards calls for no special remarks, except in regard to a question raised concerning certain alterations in quantities upon Ships' Demand Notes, after they had been signed by the responsible officer demanding the stores.

It is not suggested that in the cases referred to there was any irregularity intended ; but inasmuch as such alterations might conceivably conduce to laxity in store transactions, I drew the attention of the Admiralty to the matter, and suggested that all alterations should in future be initialled by the officer authorising the Demands. The propriety of this suggestion has been concurred in by the Admiralty, and instructions have been given for carrying it out in future.

Robbery of Metal Articles at Portsmouth in 1892, and subsequent Adoption of further Precautions.

uestion as to the
sirability of
riodical Trans-
rs of Police
tween Dock-
rds.

7. In the latter part of paragraph 5 of my Report last year I stated that I was in communication with the Admiralty on the subject of the falsification of certain store ledgers, and the adequacy of the police arrangements at Portsmouth Dockyard, in connexion with a robbery of metal articles then recently discovered.

I have now received an official explanation, which will be found in the Appendix ; and from this it will be noticed that steps have been taken to render the books more secure against irregular alterations : but no change was then proposed to be carried out as regards police surveillance.

A., A. 1,) p. 167.

The Public Accounts Committee, in paragraph 91 of their Second Report, 1894, expressed a strong opinion as to the necessity for maintaining the police establishment at Yards in a position of independence, and thought that special attention should be given to the conditions of its service in or about the Yards.

The Treasury, in paragraph 91 of their Minute of 18th October last, called attention to this expression of opinion, and suggested that "the end in view might be contributed "to by a periodical transfer of police from Yard to Yard."

It is possible, therefore, that the decision arrived at by the Admiralty in July last may be modified.

Local Safeguards against improper Alteration, &c., of Dockyard Store Vouchers.

adequacy of
isting safeguards
gainst tampering
ith quantities,
c., of Dockyard
tore Issue Notes.

8. During a visit of inspection at Portsmouth and Devonport in June last, I made myself acquainted with the procedure in force, designed by means of locked boxes to secure Dockyard Store Issue Notes from improper alterations of quantities after leaving the hands of responsible officers.

The procedure in question was referred to in reply to Question 1640, Second Report of the Public Accounts Committee, 1893, and was adopted in consequence of the irregularities drawn attention to in my Report of 1891-92, paragraph 11 ; but local observation led me to think that it was inadequate for its purpose.

In reply to a letter expressing my views on this point, the Admiralty have furnished me with a copy of an Order, dated 23rd October last, which will apparently place the matter upon a surer footing for the future.

B., B. 1), p. 167–8.

The correspondence will be found in the Appendix.

leans of checking
he proper bringing
o account of Re-
urned Stores.

9. Whilst regarding this question of security as one mainly relating to Dockyard Store Issue Vouchers, I thought it desirable at the same time to take an opportunity of asking the Admiralty in what manner Naval Storekeepers at Yards maintain a check upon the proper bringing to account of corresponding Return Vouchers, and satisfy themselves that no Return Notes have either been improperly altered or suppressed, after leaving the hands of the Yard officers returning the Stores.

Upon this point I am awaiting a further communication from the Admiralty.

FOREIGN YARDS.

Test of Foreign Yard Accounts, 1893–94.

10. The scheme of test-audit of Foreign Yard Accounts, 1893–94, embraced the Store Accounts of Cape of Good Hope and Coquimbo. The accounts of Cape of Good Hope call for no special remark. With regard to Coquimbo, the test has not been carried out owing to misunderstanding and delay in regard to the forwarding of the accounts, but they will be dealt with as part of the 1894–95 examination.

Cape Store Accounts satisfactory Coquimbo Store Accounts not yet received.

Delay in rendering Store Accounts of Her Majesty's Ships for Audit.

11. I have had occasion during the examination of the present year's accounts to ask the Director of Stores whether some arrangement could not be made by which the passing and delivery for audit of the Naval Store Accounts of Her Majesty's Ships might be expedited, so that any necessary questions could be raised more nearly up to date, and I drew attention to the following instances of apparent delay, *e.g.*:—

Recurrence of delay in rendering Ships' Store Accounts for Audit.

	Account closed.	Passed and available for Audit.
H.M. S. "Victory" (Engineer),	July 1892	October 1893.
Whale Island (Carpenter),	December 1892	July 1894.
H.M.S. "Curaçoa" (Gunner),	November 1891	May 1893.
H.M.S. "Shah" (Boatswain),	June 1892	May 1894.
H.M.S. "Ringdove" (Engineer),	September 1892	August 1893.
H.M.S. "Seagull" (Carpenter),	April 1892	April 1894,

This question of delay in passing Ships' Store Accounts for audit was referred to in paragraph 10 of my Report, 1890–91, and then it was expected that permanent improvement would follow.

I await the reply of the Director of Stores, in the hope that some satisfactory arrangement may now be effected.

VICTUALLING YARD STORES.

Value of Stock at 31st March 1894.

12. The value of the stock of Victualling and Royal Marine Stores, Clothing, &c., remaining in hand on 31st March 1894 was 936,687*l.*, as compared with 810,552*l.* brought forward from the preceding year, which shows an increase of 126,135*l.*, explained as "necessitated by increased number of men and ships, and provision for ships in "reserve."

Increase in Stock in 1893–94.

13. This addition to the stock of Victualling Stores appears to have occurred chiefly in connexion with "Seamen's Clothing," and to have been largely provided for in the Navy Estimates, 1893–94; inasmuch as Sub-Head M., Seamen's Clothing, Soap and Tobacco, was increased in that year from 254,398*l.* (1892–93) to 317,591*l.*—accounting for 63,193*l.* —while the expenditure on the same Sub-Head apparently accounts for 19,630*l.* more (making a total of 82,823*l.*), seeing that excess payments to that amount occurred in 1893–94.

Increase largely attributable to "Seamen's Clothing.'

An analysis of the Stock Valuation figures under Vote 2 shows that there is an actual increase under "Seamen's Clothing" of 97,921*l.* in the year, and the difference between this sum and the 82,823*l.* above-mentioned may be attributed in part at least to the fact that less clothing was taken up by seamen than was anticipated, as explained under Appropriations in Aid, Vote 2, page 19.

Abstracts of Losses and Condemnations of Victualling Stores.

14. The half-yearly Abstracts of Losses and Condemnations of Victualling Stores for the period ended 31st March 1894 show a total of 12,362*l.* 4*s.* 10*d.*, being less than the total of last year, 13,412*l.* 19*s.* 6*d.* by over 1,000*l.*

Reduction in Losses in 1893–94

The details relate mainly to losses due to the exigencies of the Service.

Works Department Stores.

15. The value of Surplus Stores remaining in the hands of the Works Department at 31st March 1894 was 46,730*l.*, as against 50,560*l.*, showing a reduction of 3,830*l.* The reduction in Stock is principally due, I am informed, to transfer of stores from Extension Stock to the works on New Docks at Portsmouth (2,887*l.*), and to materials being sent home from Ascension for sale (1,148*l.*): modified by slight variations in stock at certain establishments and by alterations in values.

Reduction in Stock in 1893–94 explained.

Store Accounts of the Royal Observatory, Greenwich.

Greenwich Observatory Store Accounts.

16. The Store Accounts of the Royal Observatory, Greenwich, were still not in a state to be examined when I proposed to undertake the test-audit in October last; but the structural alterations, on which proper storing and accounting depends, were proceeding; and I was informed that the Astronomer Royal hoped shortly to be able to report that the inventory (which is to initiate the accounts) was ready for examination.

On the 22nd instant, it was notified to me by the Admiralty that the statement in question was ready for examination. Owing to the late date, however, at which the accounts are placed at my disposal, it is impossible to deal with them satisfactorily as part of the 1893–94 accounts.

Naval Ordnance Store.

Stock Valuation Statement of Naval Ordnance Stores.

17. The value of the Remain of Naval Ordnance Stores on 31st March 1894 has not been furnished by the Admiralty, as was expected.

The circumstances under which the postponement of this valuation takes place are referred to in paragraph 17 of my Cash Report (page 143).

Independent Stock-taking of Naval Ordnance Stores from Headquarters.

Question of independent Stock-taking of Naval Ordnance Stores merged in general question of Stock-taking.

18. Reference was made in paragraph 63 of Second Report of the Public Accounts Committee, 1893, to the desirability of independent stock-takings of Naval Ordnance Stores from headquarters, and it was then anticipated that a scheme would be shortly devised for carrying such stock-takings out.

Nothing, however, appears to have been done, as no staff was available for the purpose, and the question of the independent surveys of Naval Ordnance Stores is now under consideration as part of the general question of stock-taking, referred to in paragraph 4.

C. L. Ryan,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer, and Auditor General of Public Accounts.

Exchequer and Audit Department,
31 January 1895.

APPENDIX.

CORRESPONDENCE, &c. referred to in the foregoing REPORT.

(A.)

Exchequer and Audit Department,
7 October 1893.

Sir,

I AM directed by the Comptroller and Auditor General to state, for the information of the Lords Commissioners of the Admiralty, that his attention has been drawn to the circumstances attending the robbery of certain Metal Articles from a storehouse in Portsmouth Dockyard, the value of which, 69*l.* 9*s.*, has been written off under "Balances Irrecoverable," 1892-93.

It would appear that upon an investigation of differences between the Quantity and Value Ledgers under Sub-Head B., Metals, in August 1892, entries were traced in the Quantity Ledgers for which no Vouchers were forthcoming; and that a Special Survey of Stock was consequently ordered and made, which disclosed the fact that numerous packages had been tampered with and considerable thefts effected, the malpractices apparently extending over a lengthened period, seeing that the weight of the articles abstracted was over 6 cwt.

The official inquiry held at the Dockyard, after this survey had taken place, did not succeed in bringing to light the manner in which the thefts were actually carried out, or the person or persons who perpetrated them, but it did show among other things that both the Storehouseman's Ledgers and the Record of Expenditure of Stores kept centrally in the Storekeeper's Office could be and were falsified, and also that the police surveillance at the Yard did not detect the articles when abstracted and passed out of the Dockyard. Their Lordships will probably agree with the Comptroller and Auditor General that these disclosures tend to raise a doubt with regard to the sufficiency of the existing seemingly strong checks upon the safe custody of Stores, and in these circumstances I am to inquire whether any further steps have been taken with a view to ascertaining how the falsification of the two sets of records was effected, and whether it is possible to devise more stringent measures of Police check.

I have, &c.
(signed) *F. Phillips.*

The Secretary to the Admiralty.

(A. 1.)

(N.S., 1032—6472.)

Admiralty, S.W., 21 July 1894.

Sir,

MY Lords have had under consideration your letter of the 7th October last (No. 1009), calling attention to the robbery some time since of certain metal articles from a storehouse at Portsmouth Yard, and requesting to be informed what steps had been taken with a view to prevent falsification of the Yard books, and whether it is possible to devise more stringent police check, and I am to acquaint you as follows:—

1. With reference to the Yard books, that, after consultation with the Superintendents of the several Yards, arrangements have been made which it is believed will be sufficient to secure that henceforth no Storehouseman shall have access to the records of expenditure kept in the Central Office.

2. With regard to police surveillance, that the Storehousemen are already subjected, with other workmen, to the ordinary police search, and it is not considered expedient or practicable to subject them to a special police search, and thus make a distinction between different classes of workmen.

I am, &c.
(signed) *Evan MacGregor.*

The Comptroller and Auditor General,
Somerset House, W.C.

(B.)

Exchequer and Audit Department,
30 October 1894.

Sir,

I AM directed by the Comptroller and Auditor General to request that you will call the attention of the Lords Commissioners of the Admiralty to the evidence given before the Public Accounts Committee in April 1893 (Q. 1640, Second Report) by the Director of Stores on the subject of the means to be adopted in order to prevent improper alterations, &c., on the Daily Store Notes which support the Store Ledger Entries; and also to Admiralty Letter of 25th February 1893 (N. S. 169—93), from which it was understood by this Department that separate boxes were provided, ready at hand for the use of professional officers concerned in demanding stores, and that the Duplicate Demand Notes, when brought back by the labourer drawing the stores and sighted by the professional officers, would in future be deposited by these officers in separate boxes designated for the purpose, to which the Storekeepers' representatives alone would have subsequent access.

Such a system would *primâ facie* have provided the necessary element of security against malpractices on the part of subordinate employés, especially if Instructions had been promulgated impressing upon professional officers a sense of the reality of their share in the safeguards; but on the visit of the Comptroller and Auditor General to Portsmouth and Devonport Dockyards in June last, it was found that the Duplicate Notes after being sighted by the professional officers, were merely carried on to the Central Office by the same labourer who had drawn the stores, and were by him deposited in a general box set apart for their reception.

This procedure does not seem to the Comptroller and Auditor General to meet the requirements of the case, nor does it offer any additional security against irregularities; and I am to inquire whether any change has taken place since the Comptroller and Auditor General's visit.

I am at the same time to request that he may be informed as to the means by which Naval Storekeepers maintain a check upon the proper bringing to account of stores returned from Dockyard Services, and satisfy themselves that all stores which may have been returned to the storehousemen, have been duly brought on Storehouse Ledger Charge; and that no Return Notes have been either improperly altered or suppressed.

I have, &c.

The Secretary to the Admiralty. (signed) *F. Phillips.*

(B. 1.)

Sir, Admiralty, S.W., 16 November 1894.

With reference to your letter of the 30th ultimo, No. 1031, as to the means adopted to prevent improper alterations, &c., in Daily Notes, I am commanded by my Lords Commissioners of the Admiralty to forward, for your information, the accompanying copy of an order which has been issued to the Yards on the subject.

2. A further communication will be made in reply to the last paragraph in your letter.

I am, &c.

The Comptroller and Auditor General. (signed) *Evan MacGregor.*

(Enclosure to B. 1.)

Circular Letter to the "Home Yards," except Deptford and Chatham.

(N.S. 2630—9239.)

Admiralty, S.W., 23 October 1894.

With reference to letter of the No. , in regard to the custody of Duplicates of Yard Issue Notes, the Superintendent is requested to cause the following procedure to be carried out in future at , viz.:—

"for a lock-up box with a slit in the top to be provided for each officer dealing with Store Notes,
"in which the duplicate Notes are to be deposited immediately after inspection, such boxes to
"be taken to the Store Office daily, and the key to be kept only by the authorised agent of the
"Storekeeper."

(signed) *J. A. Fisher,*
Controller of the Navy.

NAVY (DOCKYARD EXPENSE ACCOUNTS, 1893-94).

BALANCE SHEET and ACCOUNTS of SHIPBUILDING and DOCKYARD TRANSACTIONS, &c., and DOCKYARD MANUFACTURES, for the Financial Year 1893-94; together with the REPORT of the COMPTROLLER and AUDITOR GENERAL thereon.

(*PRESENTED PURSUANT TO ACT* 52 & 53 *VICT. c.* 31, *s.* 1.)

Ordered, by The House of Commons, *to be Printed,*
21 *February* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

NAVY ACCOUNTS.

TABLE OF CONTENTS.

	PAGE.
Memorandum	5
Correspondence with Treasury	6 to 8
Part I.—BALANCE SHEET AND COMPARISON BETWEEN PROGRAMME EXPENDITURE AND ESTIMATES.	
Annual Balance Sheet	10 & 11
Stock Account	12 & 13
Stock Adjustment Account	12 & 13
Dockyard Manufactures (for Stock) Account	12 & 13
Stock Appreciation and Depreciation Account	14 & 15
Establishment and Incidental Charges Account	14 & 15
Shipbuilding, Repairs, Maintenance, &c.:	
General Summary of Expenditure compared with Estimates—in aggregate	17
Statutory Programme.—Expenditure compared with Estimates	18 & 19
Distribution Tables.—Expenditure compared with Estimates	20 to 25
Summary of ditto	26 to 29
Comparison between Programme Estimate for Naval Stores, &c. (Vote 8, Section II.) and Expenditure	30 & 31
Part II.—DETAILED ACCOUNTS, &c.	33
Expenditure upon Ships under Construction	34 to 81
Ditto - - ditto - under Reconstruction	82 & 83
Ditto - - ditto - under Repair	84 to 119
Repayment, &c. Services	120
Coals supplied for Steaming Purposes Account	121
Establishment and Incidental Services;	
General Summary of Expenditure	123
Details of Expenditure at Home Yards	124 to 129
Ditto - - ditto - Foreign Yards	130 & 131
Appropriation of ditto over Yard Production, &c.	132 to 135
Details of the Stock of Naval Stores, &c.	136 & 137
Part III.—DETAILED ACCOUNTS, &c.	139
Manufactures at Dockyards	140 to 158
Appendices:	
A.—Expenditure upon New Construction, Repairs, and Incidental Services, for 25 Years	160 & 161
B.—Statement of the Cost of Effective and Non-effective Ships at present on the strength of the Royal Navy, under the years of their completion	162 to 189
C.—Direct Charges to Ships, &c., and Establishment, &c. Charges at Home Yards during 10 Years	190 to 193
D.—Cumulative Expenditure upon Ships building under the Naval Defence Act, 1889	194 & 195
E.—Ditto, including values of Steam Boats and full proportion of incidental charges	196 & 197
F.—Expenditure upon Ships building under the Imperial Defence Act, 1888	198 & 199
G.—Expenditure upon Ships, chargeable to other Departments of Government, &c.	200
H.—Amounts realised from Sale, &c. of Ships	201
I.—Diagram showing Expenditure upon New Construction during 25 Years	202*a*
Index to Ships' Names	203 to 205
REPORT of the Comptroller and Auditor General	207

NAVY ACCOUNTS.

EXPENSE ACCOUNTS, 1893-94.

MEMORANDUM.

THE attached Account has been prepared in accordance with the Army and Navy Audit Act, 1889, for the purpose of contrasting the expenditure upon Shipbuilding and Dockyard transactions, with the estimates for the same as published in the Navy Estimates. For this purpose the several statements on pages 18 to 31 have been compiled in the same form as the Programme of shipbuilding, &c., at pages 164 to 177 of the Navy Estimates for 1893-94, and the details of the expenditure and the estimates (in red) have been brought into juxtaposition in the statements.

The first part of the Account contains :—

(a.) The Balance Sheet for the year 1893–94 (*vide* pages 10 and 11), which shows on the Dr. side the several items of expenditure associated with shipbuilding and Dockyard transactions, and on the Cr. side the allocation of the same to new construction, repairs, sea stores, and other headings. It also shows the value of stock at the commencement and close of the year, and is supplemented by further particulars of stock transactions, and of establishment and incidental expenditure.

(b.) Particulars of expenditure under the several sections and sub-heads of the Programme of shipbuilding, &c., compared with the estimate for each (pages 18 and 19).

(c.) The Distribution Tables, which show the allocation of the indirect and establishment expenditure, either as part of the first cost of Dockyard production (shipbuilding, repairs, &c.), or as referable to Fleet, port, and national purposes, as explained in the report of the Parliamentary Committee upon Admiralty monies and accounts, 1868. The present system of allocating the indirect and establishment expenditure is that as revised in 1888–89 and applied in the preparation of the Navy Estimates for the year 1889–90 and subsequent years.

(d.) A statement of receipts and expenditure under the stock account (page 30 hereof, and page 245 of the Navy Estimates, 1893-94). This statement connects cash expenditure for stores, and other stock transactions, with the Programme of shipbuilding, &c., and was included as an appendix to the account for 1892–93 (pp. 154 and 155), but, at the request of the Comptroller and Auditor General, and with Treasury assent, it has been embodied in the account itself, Part 1.

The second part of the Account contains particulars of the outlay during the year upon each ship in course of construction (pp. 34 to 81), reconstruction (pp. 82 and 83), and repair (pp. 84 to 119), compared with estimate. In the case of ships named in the Programme the aggregate cost is compared with the original estimate. The revised estimate of the cost of each ship, as shown in the Navy Estimates for 1893–94, is also given. This part also contains details of the establishment and incidental expenditure, with a summary thereof (p. 123), and information as to its distribution.

The third part relates to Dockyard Manufactures, and contains a balance sheet (p. 140), and detailed accounts, as well as statements of the cost of the principal articles produced (pp. 141 to 158).

The Appendices (pp. 160 to 201) contain particulars of expenditure upon ships and upon incidental and establishment charges during a series of years, compared with that of the year 1893–94; a statement showing the aggregate expenditure to 31st March 1894 (including the full proportion of incidental charges) upon each of the ships built or building under the Naval Defence Act, 1889; and other details. A diagram (p. 202*a*), supplementary to appendix A. (p. 160), and showing the outlay upon new construction over a series of years, is added.

The detailed statement of the first cost of each effective ship of the Navy, and of the cost of her maintenance, hitherto inserted in the Navy Estimates, has been transferred to this book as an appendix (p. 162 to 189).

With regard to the expenditure charged direct to the several sub-heads of the Programme of shipbuilding, &c., which is summarised at page 18, it will be seen that there has been an excess on the estimate under sub-heads A and B (new construction under the Naval Defence Act) of 145,654*l.*, which has been met out of the Naval Defence Account. A saving has been effected under sub-head C of 97,584*l.* (new construction not under the Act); but under sub-heads D, E, and F, there has been an excess of 69,552*l.* A communication has been addressed to the Treasury, requesting authority to meet the excess under the latter sub-heads out of the saving under sub-head C, *vide* correspondence on pp. 7 and 8.

Gordon Miller,
Inspector of Dockyard Expense Accounts.

Approved,
J. A. Fisher,
Controller of the Navy.

Admiralty,
January 1895.

Correspondence with the Treasury.

(S. 14565—92.)

Sir, Admiralty, S.W., 18 November 1892.

With reference to the communications which took place between the Admiralty and the Treasury on the 5th instant respecting the salvage of Her Majesty's Ship "Howe," I am commanded by my Lords Commissioners of the Admiralty to request that you will inform the Lords Commissioners of the Treasury that, as the Admiral commanding the Channel Squadron reported that the ship could only be floated by regular salvage operations, my Lords have, with the concurrence of the Treasury, entered into an agreement with the "Neptun" Salvage Company to float the ship and convey her to the dry dock gates at Ferrol for the sum of 35,000*l.*

2. A copy of the agreement is enclosed, from which it will be seen that, in certain circumstances, the amount to be paid would be only 30,000*l.* instead of 35,000*l.*

3. My Lords had several offers before them for the salvage, but after full consideration from all points of view, and with the best advice obtainable, they came to the conclusion that the most satisfactory offer to accept was that from the "Neptun" Salvage Company.

4. The sum of 35,000*l.* (and possibly 30,000*l.*) is, in their Lordships' opinion, a comparatively small amount for the salvage of so valuable a vessel, whose cost has fallen not far short of three quarters of a million sterling, and the instant action which was taken (with the concurrence of the Treasury) to arrange for the salvage will, without doubt, result in a large economy, as the deterioration is so rapid.

5. A copy of a letter which has been sent to the Foreign Office respecting the use of the Spanish Government Dock at Ferrol for the repair of the ship after she is floated, is enclosed.

6. I am to add that a Supplementary Estimate may be required to meet this expenditure, but that it is too early to speak definitely on that point; and that every effort will be made to meet the outlay by savings on the aggregate of Navy Votes.

I am, &c.

The Secretary, Her Majesty's Treasury. (signed) *Evan MacGregor.*

(17588—92.)

Sir, Treasury Chambers, 25 November 1892.

In reply to your letter of the 18th instant (S. 14565) the Lords Commissioners of Majesty's Treasury direct me to convey to you their covering sanction for the arrangement which, with their semi-official concurrence, has been made by the Lords Commissioners of the Admiralty with the "Neptun" Salvage Company for floating Her Majesty's Ship "Howe" and conveying her to the dry dock gates at Ferrol, at a charge of 30,000*l.* or 35,000*l.*

My Lords will await the requisite further communication from the Board of Admiralty as to the manner of meeting this expense.

I am, &c.

The Secretary to the Admiralty. (signed) *Frank Mowatt.*

(N. S. 371—2576.)

Sir, Admiralty, 21 March 1894.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of their Lordships of the Treasury, that, with a view to expedite the work in connection with next year's shipbuilding, orders have been given for the supply from contractors of Plates, Angles, and other shipbuilding materials, to the extent of about 60,000*l.*, for delivery and payment before the 31st March instant at the cost of Vote 8, Section II., and it is proposed to meet the cost of these materials as far as requisite from anticipated savings under Vote 8, Section III. (further programme).

2. My Lords will be glad to be informed of the concurrence of their Lordships of the Treasury in this arrangement, which will not affect the state of the Vote, as shown in letter to the Treasury of this day's date.

3. This letter was drafted in January, but was delayed until more accurate information as to the anticipated surplus on Vote 8, Section III., should be obtained. My Lords regret that, by an oversight, the letter was not sent to the Treasury in the month of February.

I am, &c.

(signed) *Evan MacGregor.*

P.S.—It may be observed that the materials referred to were, owing to the state of the markets, purchased under very favourable circumstances.

The Secretary of the Treasury.

(4702—94.)

Sir, Treasury Chambers, 29 March 1894.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 21st instant (N.S. 371—2576) representing the expedience, in the public interest, of effecting the purchase at exceptionally favourable prices, of Plates, Angles, and other shipbuilding materials, to the value of 60,000*l.*, notwithstanding that this purchase will involve an excess on Vote 8, Section II., for 1893-94.

My Lords accept the expression of regret on the part of the Lords Commissioners of the Admiralty that this application was not made in February, when the orders were given to the Contractors.

The circumstances, however, seem to warrant my Lords in giving their covering sanction to the purchase under Section IV. of the Appropriation Act, 1893. The consequent excess will be included in the Treasury Minute dealing with the probable out-turn of Navy Votes for 1893-94, and will be met out of a surplus expected on Vote 8, III.

I am, &c.
(signed) *R. E. Welby.*

The Secretary to the Admiralty.

(D. 714—1001.)

Sir, Admiralty, 27 March 1894.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that every endeavour has been made to keep the expenditure for Wages, Vote 8, I.B., at the Home Dockyards, within the amounts voted, but from various causes it has been found that without discharging numbers of workmen, and thus materially retarding the progress of work in hand which it was desired to press on, and in some cases to complete before the end of the Financial Year, it was impossible to prevent a deficit.

2. During the year extensive repairs have had to be effected in Her Majesty's Ship "Howe," after grounding off the Spanish coast, which were not anticipated when the Estimates for the year were prepared.

3. To these causes of the estimated deficit on the Wages Vote for 1893–94, amounting to about 15,000*l.*, must be added the rise of pay which has been given to the labourers (ordinary and storehouse) in Her Majesty's Dockyards, and which in itself amounts to about 4,500*l.*

4. As it has now been ascertained that the amount voted for Wages at the Naval Yards Abroad, Vote 8, I. F., will not be fully spent, it is proposed that the estimated surplus of about 5,000*l.* shall be set off against the deficit of 15,000*l.* at the Home Yards, thus leaving a net deficit on Vote 8, I., Sub-heads B. and F., of 10,000*l.*

5. These figures are exclusive of any adjustment that may result from a decision of the question referred for the consideration of their Lordships by my letter of the 3rd March, a reply to which is requested as soon as possible.

I am, &c.
(signed) *Evan MacGregor.*

The Secretary, Her Majesty's Treasury.

(4945—94.)

Sir, Treasury Chambers, 31 March 1894.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 27th instant (D. 714—1001) respecting a net deficit of 10,000*l.* on Vote 8, I. (Personnel of Dockyards) for 1893–94, and they direct me to say, for the information of the Lords Commissioners of the Admiralty, that their covering sanction for this excess has been conveyed in the Treasury Minute on the forecast of the out-turn of Navy Votes for the current year, submitted in your letter of the 21st instant.

I am, &c.
(signed) *R. E. Welby.*

The Secretary to the Admiralty.

(C. A. 36—95.)

Sir, 30 January 1895.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that upon the completion of the Navy Expense Accounts for the year 1893–94, it has been ascertained that the differences between the Estimates under the several Sub-heads of the Programme of Ship-building, &c., given at pages 164 and 165 of the Navy Estimates for that year, and the actual expenditure brought to account, are as follows :—

Sub-Head C.—New Construction (not under the Naval Defence Act) :—

	£.
Estimate	1,017,034
Expenditure	919,450
Saving	£. 97,584

This saving has arisen, as will be explained in the Navy Appropriation Account, owing to the impossibility of placing the orders for hulls and machinery to be built by contract at so early a date in the year as was anticipated when the Estimate was prepared.

Sub-Head D.—Reconstruction, Repairs, &c. :—

	£.
Estimate	796,374
Expenditure	803,343
Excess	£. 6,969

The expenditure of 803,343*l.* includes a payment of 35,000*l.* in connection with the salvage of Her Majesty's Ship "Howe," as explained in my letter of the 18th November 1892.

Sub-Head E.—Sea Stores, Coals, &c. :—

	£.
Estimate	886,510
Expenditure	918,676
Excess	£. 32,166

This excess upon the Programme Estimate, which has been met out of stock, has been caused by the necessity for equipping a larger number of ships with Sea Stores, and by supplying more Gun Mountings to the Naval Barracks, Batteries for Marine Divisions, &c., than was contemplated when the Estimate was prepared.

Sub-Head F.—Establishment and Incidental Charges :—

	£.
Estimate	931,156
Expenditure	961,573
Excess	£. 30,417

The excess is caused principally by the expenditure upon Works, Buildings, &c. (Vote 10) having been greater than was contemplated when the Estimate was prepared. This additional expenditure has already received Treasury sanction, as explained by the correspondence relative to Vote 10 in the Navy Appropriation Account.

My Lords request the covering assent of their Lordships of the Treasury to the excesses under Sub-Heads D., E., and F. being met by the saving under Sub-Head C.

I am to attach an extract from the Navy Expense Accounts for 1893–94, giving details of the above-quoted figures.

I am, &c.

The Secretary, Her Majesty's Treasury. (signed) *R. D. Awdry.*

(1687—95.)

Sir, Treasury Chambers, 2 February 1895.

The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 30th January 1895, enclosing a statement of the actual expenditure in Cash and Store Values on the Programme of Ship-building for 1893–94.

The Lords Commissioners of the Admiralty ask my Lords to give their covering sanction to the excesses beyond the Estimate on Sub-Heads D., E., and F. of the Programme. Excesses have also been incurred on Sub-Heads A. and B.

Some of these excesses, however, seem to be directly connected with excesses on Sections I. and II. of Vote 8 of the Navy Appropriation Account, 1893–94, which my Lords have been unable to sanction, because they involve an excess on the total of Navy Votes for the year.

This being so, my Lords must postpone their sanction to the out-turn of the Programme until Parliament has seen fit to make good the excess on Navy Votes.

My Lords note that the out-turn of the Programme for 1892-93 was not submitted to them, because the only excess (that on Sub-Head C.) had been sanctioned by anticipation in Treasury letter of 23rd June 1892; but their Lordships think it would be better to submit the actual figures for formal sanction in every year that an excess occurs.

I am, &c.

The Secretary to the Admiralty. (signed) *Francis Mowatt.*

(S. 632—94.)

By Treasury Letter dated 13th January 1894, the commencement of 12 additional Torpedo Boat Destroyers during the year 1893–94 was sanctioned, as well as the acceptance of tenders for 10 others.

NAVY—EXPENSE ACCOUNTS.

Account of Shipbuilding and Dockyard Transactions, &c. — General Balance Sheet for the Year 1893-94.

Gordon Miller,
Inspector of Dockyard Expense Accounts.

Approved,

J. A. Fisher,
Controller of the Navy.

Admiralty, 17th January 1895.

Dr.

BALANCE SHEET OF SHIP-BUILDING AND DOCKYARD

	Navy Vote. No.	Navy Vote. Subhead.	£.	£.
TO STOCK IN HAND AT COMMENCEMENT OF THE YEAR (per Stock Account, page 12)	—	—	—	2,921,463
TO PLANT (other than Yard Machinery) IN MANUFACTURING SHOPS AT THE COMMENCEMENT OF THE YEAR (per Stock Account, page 12)	—	—	—	31,254
TO CASH PAYMENTS PER NAVAL DEFENCE ACCOUNT	—	—	—	661,704
TO CASH PAYMENTS PER APPROPRIATION ACCOUNT—For				
—Salaries and Allowances: Of Dockyard Officers generally	8 Section I.	A. & E.	197,581	
Of Inspectors of Shipwrights			15,607	
—Wages, &c., of workmen and hire of teams		B. & F.	1,564,516	
—Wages, &c., of Police Force		C. & G.	48,991	
—Contingencies		D. & H.	6,585	
				1,833,280
—Wages—Repayment Services	—	—	—	167,810
—Stock purchased: Naval Stores and shipbuilding materials	8 Section II.	A. to F.	1,439,868	
Coals for Steam Vessels		G.	468,077	
—Freight		H.	32,927	
—Rents, Water, &c.		I.	8,238	
—Gas, &c.		K.	10,574	
				1,959,684
—Stock purchased in replacement of issues to Naval Services other than Dockyard	—	—	—	33,835
—Propelling machinery	8 Section III.	A.	574,753	
—Auxiliary machinery		B.	30,342	
—Hulls of ships, &c., building by contract		C.	148,792	
—Payments to the "Neptun" Salvage Company for raising H.M.S. "Howe"		D. D.	35,000	
—Repairs and alterations by contract of ships, &c.		E.	50,972	
—Inspection of Contract Work		F.	17,548	
—Gun Mountings, &c., Hydraulic and Transferable		G.	278,423	
—Machinery for Her Majesty's Shore Establishments		H.	32,799	
—Royal Reserve of Merchant Cruisers—Subsidy		I.	21,972	
—Interest on Advances under Naval Defence Act, 1889		J.	57,535	
				1,248,136
—Stock purchased in replacement of machinery supplied to Naval Services, other than Dockyard	—	—	—	26
—Medicines	3 (part)	—	—	292
—Works, Buildings, &c., New Works, alterations, and maintenance	10 (part)	—	—	241,658
—Additional emoluments of Naval Officers serving in the Dockyards, paid out of Votes other than Vote 8	—	—	—	2,482
—Civil Pensions and Gratuities, Dockyard Staff: Civil Officers	15 (part)	—	49,070	
Workmen, &c.		—	151,666	
Contributions in aid of Police Pension Fund, &c.		—	5,395	
				206,131
—Salaries and Pensions of Admiralty Staff, &c., connected with Shipbuilding and Dockyard Transactions, &c.: Director of Works' Department	10 and 13 (part)	—	—	24,421
Controller of Navy's Department	13 (part)	—	—	65,641
TO WAGES (chargeable to Vote 8) **EARNED FROM 26th to 31st MARCH 1894, FALLING DUE IN FINANCIAL YEAR 1894-95** (*see* Note (*a*))	—	—	—	30,217
			TOTAL £.	**9,428,034**

(*a*) These entries establish a connection between the Expense and Appropriation Accounts.

TRANSACTIONS, &c., IN FINANCIAL YEAR 1893-94. Cr.

	Reference to detailed Account.	£.	£.
BY NEW CONSTRUCTION:	Page.		
—UNDER THE NAVAL DEFENCE ACT:			
SECTION 1 (3)(b), and 3 (1), DOCKYARD SHIPBUILDING:			
Dockyard Work { Labour	59	700,554	
Dockyard Work { Materials	"	305,654	
Contract Work (including 84,180 *l.* ex Stock)	"	397,669	
Establishment and Incidental Charges	"	178,525	
			1,582,402
SECTION 1 (3) (a), CONTRACT SHIPBUILDING	"	—	661,704
—NOT UNDER THE NAVAL DEFENCE ACT:			
Dockyard Work { Labour	81	127,798	
Dockyard Work { Materials	"	320,836	
Contract Work (including 6,977 *l.* ex Stock)	"	470,816	
Establishment and Incidental Charges	"	60,869	
			980,319
BY RECONSTRUCTION, REPAIRS, &c.:			
Dockyard Work { Labour	118	416,080	
Dockyard Work { Materials	"	217,191	
Contract Work (including 29,084 *l.* ex Stock)	"	170,072	
Establishment and Incidental Charges	"	89,190	
			892,533
BY SEA STORES, &c.: (*b*)			
Dockyard Materials	118 & 120	486,509	
Contract Work (ex Stock)	120	13,390	
Establishment and Incidental Charges	118	46,051	
			545,950
BY COALS FOR STEAMING PURPOSES:			
Coals	121	418,777	
Establishment and Incidental Charges	"	9,394	
			428,171
BY MATERIALS SOLD	13	—	51,762
BY REPAYMENT SERVICES:			
Dockyard Work { Labour	120	167,810	
Dockyard Work { Materials	"	122,441	
Contract Work (ex Stock)	"	505	
Establishment and Incidental Charges	—	(*c*)	
			290,756
BY SUBSIDY TO MERCHANT CRUISERS	119	21,972	
BY FLEET, PORT, NATIONAL AND UNAPPROPRIATED CHARGES	15	939,601	961,573
BY WAGES (chargeable to Vote 8) **EARNED FROM 27th to 31st MARCH 1893, BUT PAID IN FINANCIAL YEAR 1893-94** (*see* Note (*a*))	29	—	26,066
BY STOCK ADJUSTMENT ACCOUNT (*see* pages 12 and 13)	—	—	13,515
BY STOCK APPRECIATION AND DEPRECIATION ACCOUNT (*see* page 14)	—	—	75,225
BY DOCKYARD MANUFACTURES ACCOUNT (*see* page 13)	—	—	2,713
BY PLANT (other than Yard Machinery) **IN MANUFACTURING SHOPS AT THE CLOSE OF THE YEAR** (per Stock Account, page 13)	—	—	36,672
BY STOCK IN HAND AT CLOSE OF THE YEAR (per Stock Account, page 13)	—	—	2,878,673
		TOTAL £.	9,428,034

(*b*) Including Naval Establishments on Shore, &c., detailed at page 120.
(*c*) Included with Fleet, Port, National, and Unappropriated Charges (*see* Establishment and Incidental Account, page 15).

Dr. STOCK ACCOUNT. (Subsidiary

	Reference to Details.	Naval Stores. (a)	Transferable Gun Mountings, Auxiliary Machinery, &c. (Vote 8, Section III.)	Total.
To Value on 31st March 1893:	Page.	£.	£.	£.
—Of Plant (other than Yard Machinery) in Manufacturing Shops	—	31,254	—	31,254
—Of Stock:				
Authorised patterns	136 and 137	2,417,454	352,985	(d) 2,921,463
Work in hand at Manufacturing Shops		6,644	—	
Obsolete patterns (b)		93,601	116	
Old Stores for sale (c)		50,154	509	
		£. 2,567,853	£. 353,610	
To Purchases for Stock:				
—Under Vote 8, Section II. (Materials), and III. (Machinery, &c.)	—	1,907,945	199,682	2,107,627
—Under other Votes	—	33,835	26	33,861
To Stock Adjustment Account	(*see* below)	—	9,403	9,403
To Dockyard Manufactures Account	(*see* below)	337,568	—	337,568
	£.	4,878,455	562,721	5,441,176

Dr. STOCK ADJUSTMENT ACCOUNT. (Balance

	Page.	£.	£.	£.
To Stock Debited in Stock Account this Year:				
—Paid for in prior years	—	8,056	49,851	57,907
—Not yet paid for	—	26,793	1,874	28,667
—Transferred from other Departments, &c., without charge to Vote 8	—	703	3,773	4,476
By Balance carried to Stock Account and Balance Sheet	—	22,918	—	22,918
	£.	58,470	55,498	113,968

Dr. DOCKYARD MANUFACTURES (For Stock)

	Page.	£.	£.	£.
To Value of Work in Hand at Commencement of Year (included in Stock)	(*see* above)	6,644	—	6,644
To Stock Account.—Raw Materials issued for Manufacture	158	256,402	—	256,402
To Wages	„	77,235	—	77,235
	£.	340,281	—	340,281

(a) Including Dockyard-made machinery, &c.
(c) Exclusive of the Value of Stores set aside for Sale, belonging to other Navy Votes, &c., other Departments of Government, and India Office, viz.:—

	£.
Other Navy Votes, &c.	1,886
„ Departments of Government	59
Indian Government	1,058
	£. 3,003

(d) Value of Stock of Naval Stores on the 31st March 1893 (valued at Rates for the Year 1892–93), as per Appropriation Account, page 33 — £. 2,509,838

Add,—Value of Stock of Machinery, Gun Mountings, &c.:

	£.
Manufactured in the Dockyards, &c.	58,015
Received from Contractors, Ships, &c. (Vote 8, Section III.)	353,610
	411,625
	£. 2,921,463

to Balance Sheet). Cr.

	Reference to Details.	Naval Stores. (a)	Transferable Gun Mountings, Auxiliary Machinery, &c. (Vote 8, Section III.)	Total.
By New Construction:	Page.	£.	£.	£.
—Under the Naval Defence Act	26	305,654	84,180	389,834
—Not under the Naval Defence Act	"	320,836	6,977	327,813
By Reconstruction, Repairs, &c.	"	217,191	29,084	246,275
By Sea Stores, &c. (including Naval Establishments on Shore, &c.)	28	486,509	13,390	499,899
By Coals for Steaming	"	418,777	—	418,777
By Establishment and Incidental Charges Account	123	106,374	962	107,336
By Repayment Services Account	120	122,441	505	122,946
By Materials Sold	—	51,732	30	51,762
By Dockyard Manufactures Account	(*see* below)	263,046	—	263,046
By Stock Appreciation and Depreciation Account (Balance)	14	73,813	1,412	75,225
By Stock Adjustment Account	(*see* below)	22,918	—	22,918
By Value on 31st March 1894:				
—Of Plant (other than Yard Machinery) in Manufacturing Shops	—	36,672	—	36,672
—Of Stock:				
Authorised patterns	136 and 137	2,302,904	425,740	(f) 2,878,673
Work in hand at Manufacturing Shops		7,924	—	
Obsolete patterns (b)		101,729	98	
Old Stores for sale (c)		39,935	343	
		£. 2,452,492	£. 426,181	
	£.	4,878,455	562,721	5,441,176

carried to Balance Sheet). Cr.

	Page.	£.	£.	£.
By Stock paid for in this Year:				
—Debited in Stock Account in prior years	—	45,616	1,375	46,991
—Not yet debited in Stock Account (Instalments to Contractors)	—	11,273	44,720	55,993
By Stock transferred to other Departments, &c., without Financial Charge	—	1,581	—	1,581
By Balance carried to Stock Account and Balance Sheet	—	—	9,403	9,403
	£.	58,470	55,498	113,968

ACCOUNT. (Subsidiary to Balance Sheet). Cr.

	Page.	£.	£.	£.
By Stock Account:				
—Value of articles returned to Stock during the Year, viz.:				
Manufactured Produce	158	301,848	—	301,848
Surplus materials, &c.	"	27,796	—	27,796
By Value of Work in Hand at the Close of the Year (included in Stock)	"	7,924	—	7,924
		337,568	—	337,568
By Difference between Cost of Manufacture and Rate Book Prices (carried to Balance Sheet)	"	2,713	—	2,713
	£.	340,281	—	340,281

(b) The term "Obsolete Patterns," does not indicate that all the stores are unserviceable, but that the patterns are superseded, the old stock being used as far as possible.

(c) Exclusive of the Value of Stores set aside for Sale, belonging to other Navy Votes, &c., other Departments of Government, and India Office, viz.:—

	£.
Other Navy Votes, &c.	475
" Departments of Government	58
Indian Government	2,097
	£. 2,630

(f) Value of Stock of Naval Stores on the 31st March 1894 (valued at Rates for the Year 1893-94), as per Appropriation Account, page 33 — £. 2,402,698

Add,—Value of Stock of Machinery, Gun Mountings, &c.:

	£.
Manufactured in the Dockyards, &c.	49,794
Received from Contractors, Ships, &c. (Vote 8, Section III.)	426,181
	475,975
	£. 2,878,673

Dr. STOCK APPRECIATION AND DEPRECIATION

	Naval Stores. (a)	Transferable Gun Mountings, Auxiliary Machinery, &c. (Vote 8, Section III.).	Total.
	£.	£.	£.
To Value of Materials found surplus on Stocktaking	5,425	—	5,425
To Value of Materials returned from Survey	26,372	1,559	27,931
To Lost Articles recovered	104	—	104
To Plant (other than Yard Machinery) in Manufacturing Shops brought on charge at the close of the year	1,734	—	1,734
To Value at which articles manufactured, &c., by Naval and Military Prisons (which make no charge for Labour) have been debited to Stock in excess of that of the materials used in the manufacture, &c.	2,671	—	2,671
To Adjustment of classification of Stock of Transferable Gun Mountings, Machinery, &c.	—	63	63
Balance carried to Stock Account and Balance Sheet	73,813	1,412	75,225
Total £.	110,119	3,034	113,153

Dr. ESTABLISHMENT AND INCIDENTAL CHARGES

	Reference to Details.	—
	Page.	£.
To Wages	123	262,607
To Stock Account	,,	107,336
To Salaries of Officers, Wages of Police, and Contingencies (payments under Vote 8, Section I., Sub-Heads A., E., C., G., D., and H.)	,,	253,157
To Freight, Rents, Water, Gas, &c. (payments under Vote 8, Section II., Sub-Heads H., I., and K.)	,,	51,739
To Machinery for H.M. Shore Establishments, &c., and Inspection of Contract Work, &c., (payments under Vote 8, Section III., Sub-Heads G., H., and F.)	,,	50,631
To Interest on Advances under Naval Defence Act, 1889 (payments under Vote 8, Section III., Sub-Head J.)	,,	57,535
To Payments under the following Votes relating to Dockyard Services:		
Medical Services, Vote 3	,,	292
Works, Buildings, &c., Vote 10	,,	241,658
Civil Pensions, &c., Vote 15	,,	206,131
Other Votes (for Miscellaneous Expenditure)	,,	92,544
Total £.		1,323,630

(a) Including Dockyard-made Machinery, &c.

ACCOUNT. (Balance carried to Balance Sheet). **Cr.**

	Naval Stores. (*a*)	Transferable Gun Mountings, Auxiliary Machinery, &c. (Vote 8, Section III.).	TOTAL.
	£.	£.	£.
By Decrease in the Value of Stock upon Annual re-valuation -	7,638	1	7,639
By Difference between prices at which Stores were purchased and Rate Book values at which they were debited to Stock, alterations in Rate Book prices during the year, &c. - - -	42,310	—	42,310
By Value of Materials found deficient on Stocktaking - - -	3,639	—	3,639
By Value of Materials taken off charge for Survey - - -	54,272	3,033	57,305
By Value of Materials lost, &c., in sea and land transit - -	1,592	—	1,592
By Cost of the repair, &c., of articles made up, repaired, &c., by Contractors and Prisons (other than Naval or Military Prisons which make no charge for Labour) in excess of the Rate Book value at which they were returned to Stock - - - - -	668	—	668
TOTAL - - - £.	110,119	3,034	113,153

ACCOUNT. (Subsidiary to Balance Sheet). **Cr.**

	Reference to Details.		
	Page.	£.	£.
BY AMOUNTS APPORTIONED, AND CARRIED TO BALANCE SHEET, TO:			
—NEW CONSTRUCTION:			
Under the Naval Defence Act - - - - - - - -	59	178,525	
Not under the Naval Defence Act - - - - - - -	81	60,869	
—RECONSTRUCTION, REPAIRS, &c.:			
Reconstruction - - - - - - - - - - - -	83	16,662	
Repairs and Refits for Reliefs, &c. - - - - - - -	97	24,778	
Minor Repairs to Ships in Commission and Reserve - - -	118	47,750	
			328,584
—SEA STORES, &c. - - - - - - - - - - - -	118		46,051
—COALS FOR STEAMING - - - - - - - - - - -	121		9,394
BY AMOUNTS WRITTEN OFF AS FLEET, PORT, NATIONAL, OR UNAPPROPRIATED EXPENDITURE:			
Fleet, Port, National, &c., Services - - - - - - - -	—	589,824	
Manufacturing Account - - - - - - - - - -	140	13,112	
Repayment Services - - - - - - - - - - -	120	22,351	
Naval Establishments on Shore, &c. - - - - - - - -	„	2,733	
Foreign Yards, Deptford, Haulbowline, and Portland - - -	123 & 129	304,605	
Contract Work under the Naval Defence Act - - - - - -	—	6,976	
			939,601
		TOTAL - - - £.	1,323,630

SHIP-BUILDING, REPAIRS, MAINTENANCE, &c.

1.—GENERAL SUMMARY OF AGGREGATE EXPENDITURE COMPARED WITH ESTIMATES.

PERSONNEL, MATÉRIEL, AND CONTRACT WORK.

Note.—**For Explanation of differences,** *see* **page 19, and for detailed comparison between Expenditure and Estimates,** *see* **pages 34 to 97.**

DETAILS.	Programme Estimate.	Expenditure.	Difference between Estimate and Expenditure.	
			Expenditure, More than Estimate.	Expenditure, Less than Estimate.
NEW CONSTRUCTION:	£.	£.	£.	£.
DOCKYARD-BUILT SHIPS, AND COMPLETING CONTRACT-BUILT SHIPS, under Section 1 (3) (*b*) and 3 (1) of Naval Defence Act, 1889	1,381,572	1,403,877	22,305	—
CONTRACT-BUILT SHIPS, under Section 1 (3) (*a*) of Act (*See* Note *) - - -	538,355	661,704	123,349	—
TOTAL under Naval Defence Act - - £.	1,919,927	2,065,581	145,654	—
TOTAL not under Naval Defence Act - £.	1,017,034	919,450	—	97,584
TOTAL NEW CONSTRUCTION - £. (*See* also †.)	2,936,961	2,985,031	48,070	—
RE-CONSTRUCTION, REPAIRS, &c. -	796,374	803,343	6,969	—
SEA STORES, COALS, &c. - - - -	886,510	918,676	32,166	—
TOTAL DIRECT CHARGES - £.	4,619,845	4,707,050	87,205	—
ESTABLISHMENT, INCIDENTAL, AND MISCELLANEOUS CHARGES:—				
Apportioned over the above headings - -	378,827	384,029	5,202	—
Unappropriated - - - - - - -	931,156	961,573	30,417	—
TOTAL INDIRECT CHARGES - £.	1,309,983	1,345,602	35,619	—
GRAND TOTAL - £.	5,929 828	6,052,652	122,824	—
(†) Expenditure under Imperial Defence Act, 1888, not included in above Totals - £.		*Cr.* 475	—	475

* Paid for out of Special Fund. *See* Section 1 (3) (*a*) of Naval Defence Act, 1889.

2. PROGRAMME (STATUTORY).

PROGRAMME OF

STATEMENT of the EXPENDITURE in CASH, and in NET VALUES of STORES issued for SHIPBUILDING, Prepared in conformity with the

The SUB-HEADS are those under

Sub-Head.	(Estimate in Red.)	See pages	EXPENDITURE AS DIRECT — Dockyard Work. Personnel. Sec. I. Estimated.	Actual.	Dockyard Work. Matériel. Sec. II. Estimated.	Actual.	Contract Work. Sec. III. Estimated.	Actual.	
	NEW CONSTRUCTION:		£.	£.	£.	£.	£.	£.	
	DOCKYARD-BUILT SHIPS:								
	OLD PROGRAMME (NAVAL DEFENCE ACT, SEC. 3 (1)) -	37	—	183	—	2,327	—	110	1
	NEW PROGRAMME (NAVAL DEFENCE ACT, SEC. 1 (3) (*b*))	49	637,990	615,262	258,900	252,189	356,657	374,965	2
	CONTRACT-BUILT SHIPS:								
	OLD PROGRAMME (NAVAL DEFENCE ACT, SEC. 3 (1)) -	37	—	229	—	*Cr.* 134	—	2,959	3
	NEW PROGRAMME (NAVAL DEFENCE ACT, SEC. 1 (3) (*b*)) (SURVEYING, EQUIPPING, AND COMPLETING IN DOCKYARDS) -	59	59,260	84,880	41,450	51,272	27,315	19,635	4
A.	**TOTAL** -	–	697,250	700,554	300,350	305,654	383,972	397,669	5
	CONTRACT-BUILT SHIPS:								
B.	**NEW PROGRAMME** (NAVAL DEFENCE ACT, SEC. 1 (3) (*a*))	59	—	—	—	—	—	—	6
	TOTAL NEW CONSTRUCTION UNDER NAVAL DEFENCE ACT -		697,250	700,554	300,350	305,654	383,972	397,669	7
C.	**NEW VESSELS NOT INCLUDED IN ABOVE:**								
	FURTHER PROGRAMME:								
	DOCKYARD-BUILT -	63	120,470	108,073	284,050	305,662	104,920	67,196	8
	CONTRACT-BUILT - (Including 10 First Class Torpedo Boats.)	79	14,450	14,117	5,300	9,771	437,178	340,965	9
	TOTAL - - -	–	134,920	122,190	289,350	315,433	542,098	408,161	10
	SMALL VESSELS, &c.:								
	DOCKYARD-BUILT -	81	1,730	2,284	1,580	2,997	—	—	11
	CONTRACT-BUILT -	81	1,600	3,324	1,250	2,406	44,506	62,655	12
	TOTAL - - -	–	3,330	5,608	2,830	5,403	44,506	62,655	13
	TOTAL NEW CONSTRUCTION NOT UNDER THE NAVAL DEFENCE ACT -		138,250	127,798	292,180	320,836	586,604	470,816	14
	TOTAL NEW CONSTRUCTION (EXCLUDING SHIPS BUILDING UNDER IMPERIAL DEFENCE ACT, *vide* page 161) -		835,500	828,352	592,530	626,490	970,576	868,485	15
D.	**RE-CONSTRUCTION, REPAIRS, ALTERATIONS, &c.** -	–							16
E.	**SEA STORES, COALS, &c.** -								17
F.	**ESTABLISHMENT, INCIDENTAL, AND MISCELLANEOUS CHARGES UNAPPROPRIATED** -								18
									19

(*c*) Excluding Guns, Torpedoes, and Ammunition.

SHIPBUILDING, &c. (*see* NAVY ESTIMATES, page 164).

RE-CONSTRUCTION, REPAIRS, MAINTENANCE, &c., in the Year 1893-94, compared with the Provision per the PROGRAMME of SHIPBUILDING, &c. attached to the NAVY ESTIMATES. Army and Navy Audit Act, 1889.

which this EXPENDITURE was ESTIMATED.

ESTIMATED AND ACTUAL.

EXPENDITURE.

	TOTAL. (c)		UNDER SECTION 1. (3) (a) OF NAVAL DEFENCE ACT (1889). (c)		TOTAL DIRECT EXPENDITURE. (c)		ESTABLISHMENT, &c., CHARGES APPORTIONED.		TOTAL.		Direct Expenditure, More or Less than Estimate.		REMARKS. Detailed Explanations of differences between the Original Estimate and Final Cost of Completed Ships will be found in the Detailed Ship Account, pages 34 to 97.
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	More.	Less.	
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	—	2,620	—	—	—	2,620	—	227	—	2,847	2,620	—	Excess :—Due to alteration in torpedo tubes of "Vulcan."
2	1,253,547	1,242,416	—	—	1,253,547	1,242,416	163,974	157,098	1,417,521	1,399,514	—	11,131	Saving :—The work upon Dockyard-Built Ships was slightly delayed to further the completion of the Contract-Built Ships.
3	—	3,054	—	—	—	3,054	—	127	—	3,181	3,054	—	Excess :—Expenditure upon "Blenheim." *Vide* Navy Appropriation Account, page 63.
4	129,025	155,787	—	—	129,025	155,787	16,346	21,073	144,371	176,860	27,762	—	Excess :—The work of completion was advanced more rapidly than was anticipated when the Estimates were framed.
5	1,381,572	1,403,877		—	1,381,572	1,403,877	180,340	178,525	1,561,912	1,582,402	22,305	—	
6	—	—	538,355	661,704	538,355	661,704	—	—	538,355	661,704	123,349	—	Excess :—The payments to contractors in 1892–93, were less than expected, which left a larger sum to be paid in 1893–94 than was contemplated when the Estimates for the year were framed.
7	1,381,572	1,403,877	538,355	661,704	1,919,927	2,065,581	180,340	178,525	2,100,267	2,244,106	145,654 (Net.)	—	
8	509,419	480,931	—	—	509,419	480,931	17,585	43,667	526,825	524,598	—	28,509	Saving :—Due to payments to contractors having been less than the Estimate. *Vide* Navy Appropriation Account, pages 67 to 69.
9	456,949	364,853	—	—	456,949	364,853	16,753	14,417	473,702	379,270	—	92,075	
10	966,368	845,784	—	—	966,368	845,784	61,144	58,084	1,027,512	903,868	—	120,584	
11	3,819	5,281	—	—	3,819	5,281	—	—	3,819	5,281	1,971	—	
12	47,356	68,385	—	—	47,356	68,385	1,485	2,785	48,889	71,170	21,029	—	Excess :—Due to payments for Steam Boats having been more than anticipated. *Vide* Navy Appropriation Account, page 69.
13	50,666	73,666	—	—	50,666	73,666	1,485	2,785	52,149	76,451	23,000	—	
14	1,017,034	919,450	—	—	1,017,034	919,450	62,627	60,869	1,079,661	980,319	—	97,584 (Net.)	
15	2,398,606	2,323,327	538,355	661,704	2,936,961	2,985,031	242,967	239,394	3,179,928	3,224,425	48,070 (Net.)	—	
16	796,374	803,343	—	—	796,374	803,343	85,959	89,190	882,324	892,533	6,969	—	Excess :—Due to the unexpected necessity for refitting the "Howe" after grounding.
17	886,510	918,676	—	—	886,510	918,676	49,910	55,445	936,420	974,121	32,166	—	Excess :—It was found necessary to equip with Sea Stores a larger number of Ships than was contemplated when the Estimates were prepared.
							378,827	(e) 384,029					(e) Owing to the Direct Expenditure for Sea Stores having exceeded the Estimate, the Establishment, &c., Charges apportioned to that item were proportionately increased, occasioning the excess of 5,202*l.* (384,029*l.*—378,827*l.*) on the Establishment, &c., Charges.
18	—	—	—	—	—	—	931,156	961,573	931,156	961,573	—	—	
19	4,081,490	4,045,346	538,355	661,704	4,619,845	4,707,050	1,309,983	1,345,602	5,929,828	6,052,652	87,205	—	Excess :—£. 30,417 caused principally by the expenditure upon Works, Buildings, &c., for Fleet and National purposes having been greater than provided for and to the laying down of additional moorings at Devonport.

DIRECT EXPENDITURE more than ESTIMATE - - - £. 87,205

3. DISTRIBUTION TABLES.—PERSONNEL.

STATEMENT showing the Distribution of the ACTUAL EXPENDITURE in Cash and in Net Values of Stores issued from Stock, RE CONSTRUCTION, REPAIRS, and MISCELLANEOUS SERVICES, for the Year 1893–94, arranged under the Sub-Heads, &c.,

SECTION I.—PERSONNEL.

HEADS OF EXPENDITURE.

(Estimates in Red.)

	TOTAL EXPENDITURE, AS ESTIMATED AND ACTUAL.				
	Charged direct as Incurred.		Establishment and Incidental Charges Apportioned.		
	Estimated.	Actual.	Estimated.	Actual.	
	£.	£.	£.	£.	
DOCKYARD WORK.					
SALARIES OF THE DEPARTMENT OF THE CONTROLLER OF THE NAVY (Vote 12), proportion of, attributable to Dockyard Work	—	—	[illegible]	36,717	1
PENSIONS (Vote 15) - ditto - ditto	—	—	6,947	7,205	2
TOTAL, ADMIRALTY £.	—	—	44,166	43,922	3
DOCKYARDS AT HOME.					
SALARIES AND ALLOWANCES (Vote 8, Sec. I., Sub-Head A.), **Exclusive of Pay of Inspectors**, Estimated, 16,430*l.*; Actual, 14,423*l.* (*a*)	—	—	145,515	144,472	4
EMOLUMENTS PAID OUT OF OTHER VOTES (*see* page 123)	—	—	1,980	1,879	5
PENSIONS OF OFFICERS ON THE RETIRED LIST (Vote 15)	—	—	45,375	43,845	6
WAGES, &c., OF MEN AND HIRE OF TEAMS (Vote 8, Sec. I., Sub-Head B.):—					
	Estimated.	Actual.			
	£.	£.			
Ships, &c. { Construction, Re-construction, Maintenance, &c.	1,090,435	1,093,634	1,090,435	1,093,634	— — 7
Ships, &c. { New Propelling and other Machinery	39,275	48,809	39,275	48,809	— — 8
Tugs and Yard Craft { Maintenance	8,769	11,705	8,769	11,705	— — 9
Tugs and Yard Craft { Pay, &c. of Crews	21,092	21,199	—	—	21,092 21,199 10
Manufactures	69,957	69,830	69,957	69,830	— — 11
Yard Services	70,924	73,651	—	—	70,924 73,651 12
Storekeeping	72,527	71,243	—	—	72,527 71,243 13
Yard Machinery — New — Dockyards	3,829	5,899	—	—	3,829 5,899 14
Yard Machinery — New — Victualling Yards, Naval Ordnance Depots, &c.	335	320	—	—	335 320 15
Yard Machinery — Repairs — Dockyards	26,881	24,742	—	—	26,881 24,742 16
Yard Machinery — Repairs — Victualling Yards, Naval Ordnance Depots, &c.	2,735	2,774	—	—	2,735 2,774 17
Experiments	6,500	4,751	—	—	6,500 4,751 18
Total, inclusive of Pay of Inspectors £.	(*b*) 1,412,477	(*b*) 1,428,557			
CIVIL PENSIONS OF WORKMEN (Vote 15)	—	—	141,150	147,113	19
MEDICINES, &c. (Vote 3)	—	—	279	252	20
WAGES, &c., OF POLICE FORCE (Vote 8, Sec. I., Sub-Head C.)	—	—	38,305	38,018	21
PENSIONS OF POLICE FORCE (Vote 15)	—	—	4,500	5,365	22
CONTINGENCIES, DOCKYARDS AT HOME (Vote 8, Sec. I., Sub-Head D.)	—	—	4,785	5,485	23
TOTAL, DOCKYARDS AT HOME £.	1,207,592	1,223,978	586,780	591,008	24
NAVAL YARDS ABROAD.					
SALARIES AND ALLOWANCES (Vote 8, Sec. I., Sub-Head E.), **Exclusive of Pay of Inspectors**, Estimated, 1,290*l.*; Actual, 1,184*l.* (*a*)	—	—	51,537	53,109	25
EMOLUMENTS PAID OUT OF OTHER VOTES (*see* page 123)	—	—	631	603	26
PENSIONS OF OFFICERS ON THE RETIRED LIST (Vote 15)	—	—	[illegible]	5,225	27
WAGES, &c., OF MEN AND HIRE OF TEAMS (Vote 8, Sec. I., Sub-Head F.):—					
	Estimated.	Actual.			
	£.	£.			
Ships, &c.—Construction, Maintenance, &c.	80,505	85,912	80,505	85,912	— — 28
Tugs and Yard Craft { Maintenance	4,710	4,372	4,710	4,372	— — 29
Tugs and Yard Craft { Pay, &c. of Crews	8,431	6,709	—	—	8,431 6,709 30
Manufactures	7,873	7,405	7,873	7,405	— — 31
Yard Services	19,681	16,818	—	—	19,681 16,818 32
Storekeeping	26,008	22,564	—	—	26,008 22,564 33
Yard Machinery — { New	1,137	1,512	—	—	1,137 1,512 34
Yard Machinery — { Repairs	13,160	10,306	—	—	13,160 10,306 35
Experiments	—	119	—	—	— 119 36
Total, inclusive of Pay of Inspectors £.	(*b*) 161,525	(*b*) 155,717			
CIVIL PENSIONS OF WORKMEN, &c. (Vote 15)	—	—	4,366	4,553	37
MEDICINES, &c. (Vote 3)	—	—	42	40	38
WAGES, &c., OF POLICE FORCE (Vote 8, Sec. I., Sub-Head G.)	—	—	11,634	10,973	39
PENSIONS OF POLICE FORCE (Vote 15)	—	—	30	30	40
CONTINGENCIES (Vote 8, Sec. I., Sub-Head H.)	—	—	950	1,100	41
TOTAL, NAVAL YARDS ABROAD £.	93,088	97,689	112,948	133,661	42
TOTAL YARDS, &c., AT HOME AND ABROAD £.	1,300,680	1,321,667	773,894	768,591	43
Deduct,— Expenditure upon the Manufacture of Stores, and included in the issuing prices thereof under "Matériel" (Section II.)	76,930	77,235	—	—	44
TOTAL, carried to RECAPITULATION, page 24 £.	1,223,750	1,244,432	773,894	768,591	45

(*a*) Pay of Inspectors of Shipwrights included in the "Wages, &c., of Men, &c.," and distributed as direct charges.
(*b*) Exclusive of expenditure for Indian and Colonial Governments, &c., on repayment as incurred.

DISTRIBUTION OF EXPENDITURE, AS ESTIMATED AND ACTUAL.

NAVAL CONSTRUCTION.

	New Construction.		Re-construction, Repairs, Alterations, and Refits.			
			Ships Re-constructing.		Ships for Reliefs or Re-commission.	
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	£.	£.	£.	£.	£.	£.
1	15,440	15,214	1,221	1,087	1,155	1,087
2	1,544	1,521	122	109	116	109
3	16,984	16,735	1,343	1,196	1,271	1,196
4	60,354	57,142	5,726	3,776	5,348	6,507
5	—	—	—	—	—	—
6	6,035	5,714	573	378	539	651
7	794,405	777,259	80,800	66,145	69,739	94,826
8	276	48,809	—	—	—	—
9	—	—	—	—	—	—
0	—	—	—	—	—	—
11	—	—	—	—	—	—
12	13,375	14,246	1,272	1,133	1,181	1,714
13	19,415	17,884	1,761	1,110	2,061	2,018
14	1,532	2,406	117	94	125	329
15	—	—	—	—	—	—
16	11,287	9,737	1,086	652	956	1,424
17	—	—	—	—	—	—
18	—	—	—	—	—	—
19	30,042	31,189	2,890	2,377	2,512	3,480
20	179	161	17	6	15	21
21	—	—	—	—	—	—
22	—	—	—	—	—	—
23	1,671	1,900	157	134	135	180
24	977,090	966,447	93,834	75,805	82,639	111,150
25	—	—	—	—	—	—
26	—	—	—	—	—	—
27	—	—	—	—	—	—
28	1,730	2,284	—	—	29,350	38,207
29	—	—	—	—	—	—
30	—	—	—	—	—	—
31	—	—	—	—	—	—
32	—	—	—	—	—	—
33	—	—	—	—	—	—
34	—	—	—	—	—	—
35	—	—	—	—	—	—
36	—	—	—	—	—	—
37		—		—		—
38		—		—		—
39		—		—		—
40		—		—		—
41		—		—	—	—
42	1,730	2,284	—	—	29,350	38,207
43	996,404	985,466	95,181	77,001	113,280	150,553
44	—	—	—	—	—	—
45	996,404	985,466	95,181	77,001	113,280	150,553

NAVAL CONSTRUCTION—*continued.*

Re-construction, Repairs, &c.—*continued.*				Stores for Ships, Coals for Steaming, &c.		
Ships in Commission and Reserve.		Total Re-construction, &c.				
Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	
£.	£.	£.		£.	£.	
2,536	2,535	4,912	4,709	2,700	2,535	1
254	254	492	472	270	253	2
2,790	2,789	5,404	5,181	2,970	2,788	3
11,821	12,162	22,935	22,445	10,851	11,457	4
—	—	—	—	—	—	5
1,132	1,216	2,294	2,245	1,085	1,146	6
146,070	155,404	296,000	316,375	—	—	7
—	—	—	—	—	—	8
8,765	11,705	8,765	11,705	—	—	9
—	—	—	—	—	—	10
—	—	—	—	—	—	11
2,935	3,098	5,049	5,945	2,907	2,357	12
4,395	4,696	8,225	7,824	20,089	23,869	13
285	526	560	949	21	30	14
—	—	—	—	—	—	15
96	2,096	4,142	4,172	175	144	16
—	—	—	—	—	—	17
—	—	—	—	—	—	18
5,573	6,286	10,980	12,143	—	—	19
33	35	65	62	—	—	20
—	—	—	—	—	—	21
—	—	—	—	—	—	22
339	389	651	703	504	599	23
183,169	197,613	359,666	384,568	34,755	38,102	24
	—		—		—	25
	—		—		—	26
	—		—		—	27
49,425	45,421	78,775	83,628	—	—	28
4,710	4,372	4,710	4,372	—	—	29
	—		—		—	30
	—		—		—	31
	—		—		—	32
	—		—		—	33
	—		—		—	34
	—		—		—	35
	—		—		—	36
	—		—		—	37
	—		—		—	38
	—		—		—	39
	—		—		—	40
—	—	—	—		—	41
54,135	49,793	83,485	88,000		—	42
240,094	250,195	448,555	477,749	[illegible]	40,890	43
—	—	—	—	—	—	44
240,094	250,195	448,555	477,749	[illegible]	40,890	45

including Establishment and Incidental Charges, in Comparison with the Programme of Naval Construction under which the Expenditure was Estimated for in the Navy Estimates for that Year (pages 166 to 171).

EXPENDITURE, AS ESTIMATED AND ACTUAL.

	Manufactures (including Repairs).				Establishment and Incidental Charges Unappropriated to Ships, &c.				Total Expenditure.	
	Gun Mountings, Torpedo Carriages, Gear, &c.		Naval Stores, &c.		Fleet, Port, National, and Unappropriated Charges (Dockyards at Home).		Unappropriated Charges (Deptford, Haulbowline, and Naval Yards Abroad).			
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	—	—	377	362	8,350	8,457	5,440	5,440	37,219	36,717
2	—	—	38	36	4,059	4,379	544	544	6,947	7,205
3	—	—	415	398	12,409	12,836	5,984	5,984	44,166	43,922
4	55	53	3,765	3,665	43,756	45,754	3,799	3,956	145,515	144,472
5	—	—	—	—	1,980	1,879	—	—	1,980	1,879
6	6	5	377	366	35,201	33,978	380	396	45,378	43,845
7	—	—	—	—	—	—	—	—		
8	—	—	—	—	—	—	—	—		
9	—	—	—	—	—	—	—	—		
10	—	—	—	—	21,093	21,113	—	87		
11	980	1,082	68,077	68,748	—	—	—	—		
12	13	16	882	1,023	48,503	48,877	1,095	1,187		
13	2	1	108	87	17,866	16,156	6,792	6,922	1,412,475	1,428,557
14	2	2	122	215	1,539	2,109	50	188		
15	—	—	—	—	395	309	—	11		
16	14	11	903	862	10,210	9,639	160	177		
17	—	—	—	—	2,735	1,525	—	1,249		
18	—	—	—	—	6,500	4,751	—	—		
19	57	41	2,454	2,603	97,486	100,974	160	163	141,159	147,113
20	—	—	14	13	12	11	5	5	275	252
21	—	—	—	—	38,021	37,734	284	284	38,305	38,018
22	—	—	—	—	4,500	5,365	—	—	4,500	5,365
23	1	2	82	93	1,711	2,005	165	183	4,785	5,485
24	1,110	1,213	76,784	77,675	331,507	332,173	12,880	14,808	1,794,372	1,814,986
25	—	—	—	—	—	—	51,537	53,109	51,537	53,109
26	—	—	—	—	—	—	631	603	631	603
27	—	—	—	—	—	—	5,339	5,225	5,339	5,225
28	—	—	—	—	—	—	—	—		
29	—	—	—	—	—	—	—	—		
30	—	—	—	—	—	—	8,431	6,709		
31	230	86	7,643	7,319	—	—	—	—		
32	—	—	—	—	—	—	19,681	16,818	161,525	155,717
33	—	—	—	—	—	—	26,008	22,564		
34	—	—	—	—	—	—	1,137	1,512		
35	—	—	—	—	—	—	15,189	10,306		
36	—	—	—	—	—	—	—	119		
37	—	—	—	—	—	—	4,868	4,553	4,868	4,553
38	—	—	—	—	—	—	42	40	42	40
39	—	—	—	—	—	—	11,634	10,973	11,634	10,973
40	—	—	—	—	—	—	30	30	30	30
41	—	—	—	—	—	—	930	1,100	930	1,100
42	230	86	7,643	7,319	—	—	142,948	133,661	236,036	231,350
43	1,340	1,299	84,842	85,392	343,916	345,009	161,812	154,453	2,074,574	2,090,258
44	1,210	1,168	75,760	76,067	—	—	—	—	76,960	77,235
45	(c) 130	(c) 131	(c) 9,122	(c) 9,325	(d) 343,916	(d) 345,009	161,812	154,453	1,997,614	2,013,023

(c) Proportion of Establishment, &c., Charges, incidental to Manufactures, which cannot be included in the issuing prices, *vide* Sect. 6 (1) of Naval Defence Act.

(d) The Indirect Expenditure appertaining to Ships constructing by Contract under Naval Defence Act is included under the "Unappropriated Charges."

3. DISTRIBUTION TABLES—*continued.*—MATÉRIEL.

STATEMENT showing the Distribution of the Actual Expenditure in Cash and in Net

Section II.—MATÉRIEL. HEADS OF EXPENDITURE. (Estimates in Red.)	Estimated.	Actual.	TOTAL EXPENDITURE, AS ESTIMATED AND ACTUAL. Charged direct as Incurred. Estimated.	Charged direct as Incurred. Actual.	Establishment and Incidental Charges Apportioned. Estimated.	Establishment and Incidental Charges Apportioned. Actual.	
DOCKYARD WORK.							
DOCKYARDS AT HOME.							
NAVAL STORES, &c., WITHDRAWN FROM STOCK (NET):—			£.	£.	£.	£.	
For Supplies to and Work upon: Ships, &c.: Construction, Re-construction, Maintenance, &c.	£. 1,024,137	£. 1,076,883	1,024,137	1,076,883	—	—	1
For Supplies to and Work upon: Ships, &c.: New Propelling and Other Machinery	27,208	45,747	27,208	45,747	—	—	2
For Supplies to and Work upon: Ships, &c.: Coals for Steaming	60,800	65,420	60,800	65,420	—	—	3
For Supplies to and Work upon: Tugs and Yard Craft, Maintenance	7,825	7,295	7,825	7,295	—	—	4
For Supplies to and Work upon: Yard Services	35,891	42,073	—	—	35,891	42,073	5
For Supplies to and Work upon: Storekeeping	25,351	22,990	—	—	25,351	22,990	6
For Supplies to and Work upon: Yard Machinery: New: Dockyards	3,314	4,072	—	—	3,314	4,072	7
For Supplies to and Work upon: Yard Machinery: New: Victualling Yards, Naval Ordnance Depôts, &c.	137	109	—	—	137	109	8
For Supplies to and Work upon: Yard Machinery: Repairs: Dockyards	10,584	9,284	—	—	10,584	9,284	9
For Supplies to and Work upon: Yard Machinery: Repairs: Victualling Yards, Naval Ordnance Depôts, &c.	1,123	865	—	—	1,123	865	10
For Supplies to and Work upon: Experiments	8,000	7,343	—	—	8,000	7,343	11
	£. (a) 1,204,370	(a) 1,282,081					
FREIGHT, &c. (Vote 8, Sec. II., Sub-Head H.)			—	—	7,000	10,298	12
RENTS, WATER, &c. (Vote 8, Sec. II., Sub-Head I.)			—	—	7,081	7,156	13
GAS, &c. (Vote 8, Sec. II., Sub-Head K.)			—	—	9,500	10,550	14
BUILDINGS, DOCKS, &c., New Works and Maintenance (Vote 10)			—	—	182,930	211,425	15
TOTAL, DOCKYARDS AT HOME £.			1,119,970	1,195,345	290,911	326,165	16
NAVAL YARDS ABROAD.							
NAVAL STORES, &c., WITHDRAWN FROM STOCK (NET):—							
For Supplies to and Work upon: Ships, &c.: Construction, Maintenance, &c.	£. 213,391	£. 196,898	213,391	196,898	—	—	17
For Supplies to and Work upon: Ships, &c.: Coals for Steaming	370,200	353,357	370,200	353,357	—	—	18
For Supplies to and Work upon: Tugs and Yard Craft, Maintenance	4,864	3,367	4,864	3,367	—	—	19
For Supplies to and Work upon: Yard Services	13,469	11,344	—	—	13,469	11,344	20
For Supplies to and Work upon: Storekeeping	4,126	3,238	—	—	4,126	3,238	21
For Supplies to and Work upon: Yard Machinery: New	1,145	1,642	—	—	1,145	1,642	22
For Supplies to and Work upon: Yard Machinery: Repairs	4,570	3,217	—	—	4,570	3,217	23
For Supplies to and Work upon: Experiments	—	197	—	—	—	197	24
	£. (a) 611,765	(a) 573,260					
FREIGHT, &c. (Vote 8, Sec. II., Sub-Head H.)			—	—	23,000	22,629	25
RENTS, WATER, &c. (Vote 8, Sec. II., Sub-Head I.)			—	—	2,429	1,791	26
GAS, &c. (Vote 8, Sec. II., Sub-Head K.)			—	—	985	1,019	27
BUILDINGS, DOCKS, &c., New Works and Maintenance (Vote 10)			—	—	48,709	52,950	28
TOTAL, NAVAL YARDS ABROAD £.			588,455	553,622	98,433	98,027	29
TOTAL YARDS AT HOME AND ABROAD £.			1,708,425	1,748,967	389,344	424,192	30
Add,— **NEW YARD MACHINERY Purchased by CONTRACT** (*see* page 24): Dockyards at Home			—	—	*See* Section III., page 24		31
Add,— **NEW YARD MACHINERY Purchased by CONTRACT** (*see* page 24): Naval Yards Abroad			—	—	*See* Section III., page 24		32
TOTAL, carried to RECAPITULATION, page 24 £.			1,708,425	1,748,967	389,344	424,192	33

(a) Exclusive of Expenditure (Estimated, 146,800*l.*; Actual, 140,790*l.*) for other Departments of the Home Government, Indian, Colonial, and Foreign Governments, and Miscellaneous, on repayment, and of Stores sold, included in the Appropriations in Aid of Vote 8, Section II.

DISTRIBUTION OF EXPENDITURE, AS ESTIMATED AND ACTUAL.

NAVAL CONSTRUCTION.

	New Construction.		Re-construction, Repairs, Alterations, and Refits.			
			Ships Re-constructing.		Ships for Reliefs or Recommission.	
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	£.	£.	£.	£.	£.	£.
1	563,742	577,746	39,700	25,786	42,400	37,636
2	27,208	45,747	—	—	—	—
3	—	—	—	—	—	—
4	—	—	—	—	—	—
5	6,418	3,963	612	400	556	547
6	6,498	5,475	611	389	600	645
7	1,340	1,605	129	65	113	239
8	—	—	—	—	—	—
9	4,427	3,546	426	262	373	520
10	—	—	—	—	—	—
11	—	—	—	—	—	—
12	1,922	2,689	174	217	207	255
13	2,570	2,303	241	291	239	143
14	3,452	2,912	324	202	321	296
15	22,453	23,888	2,124	2,070	2,031	2,426
16	640,030	669,874	40,341	29,682	46,840	42,707
17	1,580	2,997	—	—	23,800	20,442
18	—	—	—	—	—	—
19	—	—	—	—	—	—
20	—	—	—	—	—	—
21	—	—	—	—	—	—
22	—	—	—	—	—	—
23	—	—	—	—	—	—
24	—	—	—	—	—	—
25	—	—	—	—	—	—
26	—	—	—	—	—	—
27	—	—	—	—	—	—
28	—	—	—	—	—	—
29	1,580	2,997	—	—	23,800	20,442
30	641,610	672,871	40,341	29,682	70,640	63,149
31	8,851	8,081	850	607	743	1,134
32	—	—	—	—	—	—
33	650,461	680,952	41,191	30,289	71,383	64,283

NAVAL CONSTRUCTION—*continued.*						
Re-construction, Repairs, &c.—*continued.*				Stores for Ships, Coals for Steaming, &c.		
Ships in Commission and Reserve.		Total, Reconstruction, &c.				
Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	
£.	£.	£.	£.	£.	£.	
5,160	90,638	163,260	154,060	287,125	345,077	1
—	—	—	—	—	—	2
—	—	—	—	60,800	65,420	3
5,025	5,122	5,025	5,122	2,800	2,173	4
1,226	848	2,394	1,795	641	681	5
1,308	1,251	2,519	2,285	3,180	3,220	6
250	357	492	661	21	21	7
—	—	—	—	—	—	8
827	777	1,626	1,559	69	55	9
	—		—			10
	—		—		—	11
140	758	821	1,230	1,463	2,608	12
522	574	1,002	1,008	775	917	13
700	1,188	1,345	1,686	1,042	591	14
4,447	5,021	8,602	9,517	4,876	6,344	15
99,905	106,534	187,086	178,923	372,802	427,107	16
30,161	35,449	62,961	55,891	148,850	138,010	17
—	—	—	—	370,200	353,357	18
3,714	2,118	3,714	2,118	1,150	1,249	19
			—		—	20
—	—		—		—	21
—	—	—	—	—	—	22
	—		—		—	23
	—	—	—	—	—	24
	—		—		—	25
	—		—		—	26
	—		—		—	27
	—		—		—	28
12,875	37,567	66,675	58,009	520,200	492,616	29
142,780	144,101	253,761	236,932	893,002	919,723	30
1,650	1,753	3,213	3,494	138	118	31
	—		—		—	32
144,430	145,854	257,001	240,426	893,140	919,841	33

Values of Stores issued from Stock, including Establishment and Incidental Charges, &c.—*continued.*

EXPENDITURE, AS ESTIMATED AND ACTUAL.

	Manufactures (including Repairs).				Establishment and Incidental Charges Unappropriated to Ships, &c.				TOTAL EXPENDITURE.	
	Gun Mountings, Torpedo Carriages, Gear, &c.		Naval Stores, &c.		Fleet, Port, National, and Unappropriated Charges (Dockyards at Home).		Unappropriated Charges (Deptford, Haulbowline, and Naval Yards Abroad).			
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	—	—	—	—	—	—	—	—	1,024,137	1,076,883
2	—	—	—	—	—	—	—	—	27,208	45,747
3	—	—	—	—	—	—	—	—	60,800	65,420
4	—	—	—	—	—	—	—	—	7,825	7,295
5	6	4	458	289	23,203	34,164	2,765	1,177	35,891	42,073
6	3	4	336	312	5,138	3,449	7,675	8,245	25,351	22,990
7	2	1	107	147	1,332	1,383	20	254	3,314	4,072
8	—	—	—	—	137	100	—	9	137	109
9	6	4	354	316	4,002	3,606	100	198	10,584	9,284
10	—	—	—	—	1,123	532	—	333	1,123	865
11	—	—	—	—	8,000	7,343	—	—	8,000	7,342
12	—	—	—	—	269	552	2,525	3,219	7,000	10,298
13	2	3	126	126	2,606	2,799	—	—	7,081	7,156
14	2	5	170	324	3,489	5,032	—	—	9,500	10,550
15	19	23	1,311	1,365	141,789	166,766	3,880	3,522	182,930	211,425
16	42	44	2,862	2,879	191,094	225,726	16,965	16,957	1,410,881	1,521,510
17	—	—	—	—	—	—	—	—	213,391	196,898
18	—	—	—	—	—	—	—	—	370,200	353,357
19	—	—	—	—	—	—	—	—	4,864	3,367
20	—	—	—	—	—	—	13,469	11,344	13,469	11,344
21	—	—	—	—	—	—	4,126	3,238	4,126	3,238
22		—	—	—	—	—	1,145	1,642	1,145	1,642
23		—	—	—	—	—	4,570	3,217	4,570	3,217
24		—	—	—		—	—	197	—	197
25	—	—	—	—	—	—	23,000	22,629	23,000	22,629
26		—	—	—		—	2,429	1,791	2,429	1,791
27	—	—	—	—	—	—	985	1,019	985	1,019
28	—	—	—	—		—	48,709	52,950	48,709	52,950
29		—	—	—	—	—	98,433	98,027	686,888	651,649
30	42	44	2,862	2,879	191,094	225,726	115,398	114,984	2,097,769	2,173,159
31	10	10	708	723	8,088	8,260	980	1,305	} *See* Section III., page 24.	
32	—	—	—	—	—	—	6,974	9,278		
33	(*b*) 52	(*b*) 54	(*b*) 3,570	(*b*) 3,602	199,182	233,986	123,352	125,567	2,097,769	2,173,159

(*b*) Proportion of Establishment, &c., Charges, incidental to Manufactures, which cannot be included in the issuing prices, *vide* Sect. 6 (1) of Naval Defence Act.

3. DISTRIBUTION TABLES—*continued.*—CONTRACT WORK.

STATEMENT showing the Distribution of the Actual Expenditure in Cash and in Net

Section III.—CONTRACT WORK. HEADS OF EXPENDITURE.	TOTAL EXPENDITURE, AS ESTIMATED AND ACTUAL.				
	Charged direct as Incurred.		Establishment and Incidental Charges Apportioned.		
	Estimated.	Actual.	Estimated.	Actual.	
CONTRACT WORK.	£.	£.	£.	£.	
SALARIES OF THE DEPARTMENT OF THE CONTROLLER OF THE NAVY (Vote 12), proportion of, attributable to Contract Work	—	—	20,067	19,745	1
PENSIONS (Vote 15) - ditto - ditto	—	—	2,006	1,974	2
PROPELLING AND OTHER MACHINERY FOR HER MAJESTY'S SHIPS AND VESSELS (Vote 8, Sec. III., Sub-Head A.)	566,890	(*m*) 574,805	—	—	3
OTHER (AUXILIARY) MACHINERY, NOT INCLUDED IN THE CONTRACT PRICE OF SHIPS OR PROPELLING MACHINERY—VALUE OF ISSUES OF, &c.	(*b*) 23,620	(*b*) 26,414	—	—	4
HULLS OF SHIPS, &c., BUILDING BY CONTRACT (Vote 8, Sec. III., Sub-Head C.)	262,694	148,792	—	—	5
PURCHASE OF SHIPS, VESSELS, &c. (Vote 8, Sec. III., Sub-Head D.)	—	—	—	—	6
PAYMENTS TO THE "NEPTUN" SALVAGE COMPANY FOR RAISING, &c., HER MAJESTY'S SHIP "HOWE" (Vote 8, Sec. III., Sub-Head DD.)	—	35,000	—	—	7
REPAIRS AND ALTERATIONS OF SHIPS, &c., THEIR MACHINERY, AND STORES (Vote 8, Sec. III., Sub-Head E.)	59,400	(*c*) 50,642	—	—	8
INSPECTION OF CONTRACT WORK (Vote 8, Sec. III., Sub-Head F.)	—	—	12,636	17,548	9
GUN MOUNTINGS AND AIR-COMPRESSING MACHINERY, &c.	(*b*) 236,711	(*b*) 216,294	—	761	10
YARD MACHINERY FOR HER MAJESTY'S SHORE ESTABLISHMENTS (Vote 8, Sec. III., Sub-Head H.):					
Dockyards at Home	—	—	22,018	21,506 (*l*) 485	11
Naval Yards Abroad	—	—	6,974	9,278	12
Victualling Yards, Naval Ordnance Depots, &c.	—	—	3,508	2,015	13
ROYAL RESERVE OF MERCHANT CRUISERS (Vote 8, Sec. III., Sub-Head I.)	—	—	22,000	21,972	14
INTEREST ON ADVANCES UNDER NAVAL DEFENCE ACT, 1889 (Vote 8, Sec. III., Sub-Head J.)	—	—	(*h*) 57,536	(*h*) 57,535	15
TOTAL Section III., carried to RECAPITULATION below - - - £.	1,149,315	1,051,947	146,745	152,819	16

RECAPITULATION OF

SUB-HEADS OF EXPENDITURE		£.	£.	£.	£.	
Section I.— / Section II.— DOCKYARD WORK	PERSONNEL	1,228,750	1,244,432	773,894	768,591	1
	MATÉRIEL	1,708,425	1,748,967	389,344	424,192	2
Section III.—CONTRACT WORK		1,149,315	1,051,947	146,745	152,819	3
TOTAL EXPENDITURE for 1893-94 £.		4,086,490	4,045,346	[illegible]	1,345,602	4
TOTALS OF SUB-HEADS	ESTIMATED £.	5,391,473				5
	ACTUAL £.	5,390,948				6
Add,—B. New Construction by Contract, provided for under Naval Defence Act, Section I. (3) (*a*)	Estimated £.					7
	Actual £.					8
TOTAL New Construction (exclusive of Australasian Squadron, building under Imperial Defence Act)	Estimated £.					9
	Actual £.					10

(*b*) Including payments made during the Year for Hydraulic Mountings, &c. for Specific Ships, Estimated, 125,058*l.*, Actual, 119,186*l.*, and value of transferable Gun Mountings, &c., issued from Store, Estimated, 135,273*l.*, Actual, 124,768*l.* The cost of altering, &c., transferable Gun Mountings, &c., is included under Sections I. and II.
(*c*) Exclusive of 330*l.*, value of gear taken into Stock at Yards, but not charged to ships, during the year.

DISTRIBUTION OF EXPENDITURE, AS ESTIMATED AND ACTUAL.

NAVAL CONSTRUCTION.

	New Construction.		Reconstruction, Repairs, Alterations, and Refits.			
			Ships Re-constructing.		Ships for Reliefs or Recommission.	
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	£.	£.	£.	£.	£.	£.
1	12,191	11,954	370	362	—	—
2	1,219	1,195	37	36	—	—
3	508,692	513,799	46,193	53,000	—	7,801
4	11,305	14,722	630	Cr. 20	4,953	3,014
5	262,691	148,792	—	—	—	—
6	—	—	—	—		—
7	—	—	—	—	—	35,000
8	—	—	—	—	—	20,121
9	10,722	14,669	569	904	122	1,049
10	187,889	191,172	4,669	1,905	6,140	128
11	For Apportionment, *see* Section II., page 22.					
12						
13	—	—	—	—	—	—
14	—	—	—	—	—	—
15	—	—	—	—	—	—
16	994,708	896,303	52,473	56,187	11,115	67,113

EXPENDITURE.

	A. and C.		-	-	-	-	-	-
	£.	£.	£.	£.	£.	£.		
1	996,404	985,466	95,181	77,001	113,280	150,55		
2	650,461	680,952	41,191	30,289	71,383	64,28		
3	994,708	896,303	52,473	56,187	11,115	67,11		
4	2,641,573	2,562,721	188,845	163,477	195,778	281,94		
5	2,641,573		—					
6	2,562,721		—					
7	538,355							
8	661,704							
9	3,179,928							
10	3,224,425							

(*l*) Issued from Stock.
(*m*) Includes 52*l.* net difference between the value of Machinery charged through Y
Accounts, and the payments made on account of the same during the year.

NAVAL CONSTRUCTION—*continued.*						
Re-construction, Repairs, &c.—*continued.*				Stores for Ships, Coals for Steaming, &c.		
Ships in Commission and Reserve.		Total Re-construction, &c.				
Estimated.	Actual.	Estimated	Actual.	Estimated.	Actual.	
£.	£.	£.	£.	£.	£.	
1,104	1,087	1,534	1,449	—	—	1
110	109	153	145	—	—	2
12,000	205	58,198	61,006	—	—	3
6,832	8,698	12,315	11,692	—	—	4
—	—	—	—	—	—	5
—	—	—	—	—	—	6
	—	—	35,000	—	—	7
59,400	30,521	59,400	50,642	—	—	8
1,923	739	1,914	2,692	—	—	9
32,442	9,699	43,251	11,732	(*g*) 5,575	(*g*) 13,390	10
						11
For Apportionment, *see* Section II., page 22						12
	—		—	—	—	13
	—		—	—	—	14
	—		—	—	—	15
113,177	51,058	176,765	174,358	5,575	13,390	16

RECAPITULATION OF

- - -		D.		E.		
£.	£.	£.	£.	£.	£.	
240,694	250,195	448,555	477,749	37,705	40,890	1
144,430	145,854	237,004	240,426	893,140	919,841	2
113,177	51,058	176,765	174,358	5,575	13,390	3
497,701	447,107	882,324	892,533	936,420	974,121	4
	—	882,324		936,420		5
	—	892,533		974,121		6

Values of Stores issued from Stock, including Establishment and Incidental Charges, &c.—*continued.*

EXPENDITURE, AS ESTIMATED AND ACTUAL.

	Establishment and Incidental Charges Unappropriated to Ships, &c.				Total Expenditure.	
	Fleet, Port, National, and Unappropriated Charges (Dockyards at Home).		Unappropriated Charges (Deptford, Haulbowline and Naval Yards Abroad).			
	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.
	£.	£.	£.	£.	£.	£.
1	(*f*) 6,342	(*f*) 6,342	—	—	20,067	19,745
2	(*f*) 634	(*f*) 634	—	—	2,006	1,974
3	—	—	—	—	566,890	574,805
4	—	—	—	—	23,620	26,414
5	—	—	—	—	202,804	148,792
6	—	—	—	—	—	—
7	—	—	—	—	—	35,000
8	—	—	—	—	59,400	50,642
9	—	187	—	—	12,636	17,548
10	—	761	—	—	236,711	217,055
11	—	—	—	—	22,018	21,506
12						(*i*) 485
13	3,508	2,015	—	—	3,508	9,278
14	22,000	21,972	—	—	22,000	2,015
15	(*h*) 57,536	(*h*) 57,535	—	—	57,536	21,972
16	90,020	89,446	—	—	1,296,060	57,535
						1,204,766

EXPENDITURE.

	F.					
	£.	£.	£.	£.	£.	£.
1	[illegible]	345,009 (*e*) 9,456	161,812	154,453	1,997,644	2,013,023
2	[illegible]	233,986 (*e*) 3,656	123,352	125,567	2,097,769	2,173,159
3	[illegible]	89,446	—	—	[illegible]	1,204,766
4	645,992	681,553	285,164	280,020	5,391,473	5,390,948
5			931,156		5,391,473	
6			961,573		5,390,948	

(*e*) Proportion of Establishment, &c. Charges, incidental to Manufactures which cannot be included in the issuing prices, *vide* Section 6 (1) of Naval Defence Act.
(*f*) Due to Ships building by Contract under the Naval Defence Act.
(*g*) Value of Supplies to Naval Barracks, Royal Naval Reserve Batteries, and Batteries for Marine Divisions.
(*h*) Interest on sums borrowed by the Lords Commissioners of Her Majesty's Treasury under Section II. of Naval Defence Act, 1889, on account of Ships Building by Contract.

4. SUMMARY OF DISTRIBUTION TABLES AND OF DETAILED PROGRAMME.

SUMMARY of the **ESTIMATED** and **ACTUAL** DIRECT and INDIRECT (ESTABLISHMENT and in the following Detailed Statements, upon NEW CONSTRUCTION,

DESCRIPTION OF EXPENDITURE (Estimates in Red.)	For Details, see page	EXPENDITURE — DOCKYARD WORK. LABOUR. Dockyards at Home.	LABOUR. Naval Yards Abroad.	MATERIALS (Net). Dockyards at Home.	MATERIALS (Net). Naval Yards Abroad.	TOTAL.	
NEW CONSTRUCTION:		£.	£.	£.	£.	£.	
UNDER THE NAVAL DEFENCE ACT:							
OLD PROGRAMME:							
Dockyard-built Ships	37	—	—	—	—	—	1
		183	—	2,327	—	2,510	2
Contract-built Ships	37	—	—	—	—	—	3
		229	—	*Cr. 134*	—	95	4
TOTAL £.	—	—	—	—	—	—	5
		412	—	2,193	—	2,605	6
NEW PROGRAMME:							
Dockyard-built Ships	49	637,990	—	258,900	—	896,890	7
		615,262	—	252,189	—	867,451	8
Contract-built Ships	59	59,260	—	41,450	—	100,710	9
		84,880	—	51,272	—	136,152	10
TOTAL £.	—	697,250	—	300,350	—	997,600	11
		700,142	—	303,461	—	1,003,603	12
TOTAL (under the Naval Defence Act) £.	—	697,250	—	300,350	—	997,600	13
		700,554	—	305,654	—	1,006,208	14
NOT UNDER THE NAVAL DEFENCE ACT:							
FURTHER PROGRAMME:							
Dockyard-built Ships	63	120,470	—	284,050	—	404,520	15
		108,073	—	305,662	—	413,735	16
Contract-built Ships (Including 10 First Class Torpedo Boats.)	79	14,450	—	5,300	—	19,750	17
		14,117	—	9,771	—	23,888	18
TOTAL £.	—	134,920	—	289,350	—	424,270	19
		122,190	—	315,433	—	437,623	20
SMALL VESSELS, &c.:							
Dockyard-built	81	—	1,730	—	1,580	3,310	21
		—	2,284	—	2,997	5,281	22
Contract-built	81	1,600	—	1,250	—	2,850	23
		3,324	—	2,406	—	5,730	24
TOTAL £.	—	1,600	1,730	1,250	1,580	6,160	25
		3,324	2,284	2,406	2,997	11,011	26
TOTAL (not under the Naval Defence Act) £.	—	136,520	1,730	290,600	1,580	430,430	27
		125,514	2,284	317,839	2,997	448,634	28
(b) TOTAL NEW CONSTRUCTION £.	—	833,770	1,730	590,950	1,580	1,428,030	29
		826,068	2,284	623,493	2,997	1,454,842	30
RE-CONSTRUCTION	88	80,200	—	35,700	—	115,900	31
		66,145	—	25,786	—	91,931	32
REPAIRS, ALTERATIONS, AND REFITS TO SHIPS FOR RELIEFS OR RE-COMMISSION	97	59,780	29,350	42,400	23,800	155,330	33
		94,826	38,207	37,636	20,442	191,111	34
REPAIRS TO SHIPS IN COMMISSION AND RESERVE (including Maintenance of Tugs and Yard Craft)	118	154,355	19,650	95,760	37,567	307,332	35
		167,109	49,793	95,760	37,567	350,229	36
TOTAL RE-CONSTRUCTION, REPAIRS, &c. (excluding Establishment, &c. Charges) £.	—	394,105	83,485	169,860	66,875	633,330	37
		328,080	88,000	159,182	58,009	633,271	38

(b) Exclusive of Expenditure under the Imperial Defence Act, *see* page 161.

and INCIDENTAL CHARGES) EXPENDITURE, as shown on the DISTRIBUTION TABLES at pages 20 to 25, RE-CONSTRUCTION, REPAIRS, &c., and other SERVICES, for the Year 1893–94.

DURING 1893-94.

	CONTRACT WORK, &c.										TOTAL.	Under Section 1 (3) (a) of Naval Defence Act, 1889.
	Propelling and other Machinery.			Hulls, &c.	Purchase	Repairs, &c.,	Inspection	Gun Mountings, Air-compressing Machinery, &c.		TOTAL.		
	Payments to Contractors.		Transferable (Issues from Stock, &c.).	Building by Contract.	of Ships, &c.	by Contract.	of Contract Work.	Non-transferable (Payments to Contractors).	Transferable (Issues from Stock, &c.).			
	Vote 8, Sec. III., Sub-head A.	Vote 8, Sec. III., Sub-head B.										
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	—	—	—	—	—	—						
2	—	—	—	—	—	—	—	—	110	110	2,620	—
3	—	—	—	—	—	—	—	—	—	—	—	
4	384	—	—	2,530	—	—	—	22	23	2,959	3,054	—
5	—	—	—	—	—	—			—	—	—	—
6	**384**	—	—	**2,530**	—	—	—	**22**	**133**	**3,069**	**5,674**	—
7	188,949	6,635	250	12,800	—	—	—	67,130	80,893	356,657	1,253,547	—
8	201,402	8,825	3,421	5,091	—	—	—	75,600	80,626	374,965	1,242,416	—
9	16,515	—	—	10,800	—	—	—	—	—	27,315	128,025	538,355
10	12,216	—	—	7,419	—	—	—	—	—	19,635	155,787	661,704
11	205,464	6,635	250	23,600	—	—	—	67,130	80,893	383,972	1,381,572	538,355
12	**213,618**	**8,825**	**3,421**	**12,510**	—	—	—	**75,600**	**80,626**	**394,600**	**1,398,203**	**661,704**
13	205,464	6,635	250	23,600	—	—	—	67,130	80,893	383,972	1,381,572	538,355
14	**214,002**	**8,825**	**3,421**	**15,040**	—	—	—	**75,622**	**80,759**	**397,669**	**1,403,877**	**661,704**
15	66,500	4,420	—	—	—	—	—	34,000	—	104,920	609,440	—
16	36,255	—	2,336	—	—	—	—	27,775	830	67,196	480,931	—
17	211,402	—	—	219,914	—	—	—	5,862	—	437,178	456,928	—
18	227,606	—	—	107,173	—	—	—	2,375	3,811	340,965	364,853	—
19	277,902	4,420	—	219,914	—	—	—	39,862	—	542,098	966,368	—
20	**263,861**	—	**2,336**	**107,173**	—	—	—	**30,150**	**4,641**	**408,161**	**845,784**	—
21	—	—	—	—	—	—	—	—	—	—	3,310	—
22	—	—	—	—	—	—	—	—	—	—	5,281	—
23	25,326	—	—	19,180	—	—	—	—	—	44,506	47,356	—
24	35,936	140	—	26,579	—	—	—	—	—	62,655	68,385	—
25	25,326	—	—	19,180	—	—	—	—	—	44,506	50,666	—
26	**35,936**	**140**	—	**26,579**	—	—	—	—	—	**62,655**	**73,666**	—
27	303,228	4,420	—	239,094	—	—	—	39,862	—	586,604	1,017,034	—
28	**299,797**	**140**	**2,336**	**133,752**	—	—	—	**30,150**	**4,641**	**470,816**	**919,450**	—
29	508,692	11,055	250	262,694	—	—	—	106,992	80,893	970,576	2,398,606	538,355
30	**513,799**	**8,965**	**5,757**	**148,792**	—	—	—	**105,772**	**85,400**	**868,485**	**2,323,327**	**661,704**
31	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]	[illegible]	51,497	167,397	—
32	53,000	—	*Cr. 20*	—	—	—	—	682	1,223	54,885	146,816	—
33	—	—	4,853	—	—	—	—	—	6,140	10,993	176,273	—
34	(c) 7,801	—	3,014	—	(i) 35,000	19,534 (c) 587	—	—	128	66,064	257,175	—
35	12,000	—	6,832	—	—	59,400	—	5,600	26,842	110,674	452,704	—
36	205	2,990	5,708	—	—	29,084 (c) 1,427	—	493	9,206	49,123	399,352	—
37	58,198	500	11,815	—	—	59,400	—	6,511	36,740	173,164	796,374	—
38	**53,205** (c) 7,801	2,990	6,702	—	(i) 35,000	48,618 (c) 2,024	—	1,175	10,557	170,072	803,343	—

(c) Value of Transferable Gear issued from stock.
(i) Payments to the "Neptun" Salvage Company for raising, &c., Her Majesty's Ship "Howe." (Vote 8, Section III, Sub-head DD.)

[Continued overleaf.

4. SUMMARY—*continued.*

SUMMARY of the Estimated and Actual Direct and Indirect Expenditure

DESCRIPTION OF EXPENDITURE. (Estimates in Red.)	For Details, see page	DOCKYARD WORK. LABOUR. Dockyards at Home.	LABOUR. Naval Yards Abroad.	MATERIALS (Net). Dockyards at Home.	MATERIALS (Net). Naval Yards Abroad.	TOTAL.	
		£.	£.	£.	£.	£.	
SEA STORES FOR SHIPS, &c. (including Tugs and Yard Craft)	118 and 120	—		[illegible]	[illegible]	[illegible]	1
		—	—	329,576	133,986	486,509	2
				17,674	5,273		
COALS FOR STEAMING (including Tugs and Yard Craft)	121	-	-	[illegible]	[illegible]	[illegible]	3
		—	—	65,420	353,357	418,777	4
TOTAL SEA STORES AND COALS FOR STEAMING £.	-			360,735	520,200	880,935	5
		—	—	412,670	492,616	905,286	6
(*b*) TOTAL DIRECT EXPENDITURE £.	-	1,138,535	85,215	1,119,970	588,455	2,932,175	7
		1,154,148	90,284	1,195,345	553,622	2,993,399	8
Manufactures	158	69,057	7,873	—	—	76,930	9
		69,830	7,405	—	—	77,235	10
ESTABLISHMENT AND INCIDENTAL CHARGES, LABOUR, MATERIALS, &c.: Apportioned to Ships	-	85,910	—	29,625	—	115,535	11
		88,063	—	24,866	—	112,929	12
Apportioned to Manufactures	-	2,046	—	1,274	—	3,320	13
		2,217	—	1,077	—	3,294	14
Unapportioned	-	116,927	68,437	53,501	23,310	262,175	15
		114,299	58,028	60,793	19,638	252,758	16
TOTAL ESTABLISHMENT AND INCIDENTAL CHARGES, LABOUR, MATERIALS, &c. £.		204,883	68,437	84,400	23,310	381,930	17
		204,579	58,028	86,736	19,638	368,981	18
(*b*) GRAND TOTAL—LABOUR, MATERIALS, AND CONTRACT WORK £.	-	(*d*) 1,412,475	(*d*) 161,525	1,204,370	611,765	3,390,135	19
		1,428,557	155,717	1,282,081	573,260	3,439,615	20
Add,— ESTABLISHMENT AND INCIDENTAL CHARGES, OTHER THAN LABOUR, MATERIALS, &c.: Apportioned to Ships	-						
Apportioned to Manufactures	-						
Unapportioned	-						
Deduct,— Expenditure upon Manufacture of Stores included in Values of Materials issued	-						
(*b*) GRAND TOTAL (vide page 25)	-						

(*b*) Exclusive of Expenditure under the Imperial Defence Act. *See* page 161.

(*c*) Value of Transferable Gear issued from Stock.

(*f*) Payments to "Neptun" Salvage Company for raising, &c., H.M. Ship "Howe."

	Propelling and other Machinery.			Hulls, &c.	Purchase	Repairs, &c.	Inspection
	Payments to Contractors.		Transferable	Building by	of	by	of Contrac
	Vote 8, Sec. III., Sub-head A.	Vote 8, Sec. III., Sub-head B.	(Issues from Stock, &c.).	Contract.	Ships, &c.	Contract.	Work.
	£.	£.	£	£.	£.	£.	£.
1	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—
4	—	—	—	—	—	—	—
5	—	—	—	—	—	—	—
6	—	—	—	—	—	—	—
7	566,890	11,555	12,065	262,694	—	59,400	
8	567,004 (c) 7,801	11,955	14,459	148,792	(f) 35,000	48,618 (c) 2,024	—
9		—	—			—	
10	—	—	—	—	—	—	—
11							
12	—	—	—	—	—	—	17,361
13		—					
14	—	—	—	—	—	—	—
15							
16	—	—	—	—	—	—	187
17		—	—	—		—	12,636
18	—	—	—	—	—	—	17,548
19	566,890	11,555	12,065	262,694	—	59,400	12,636
20	567,004 (c) 7,801	11,955	14,459	148,792	(f) 35,000	48,618 (c) 2,024	17,548

Total, Vote 8, Section I., Sub-heads B. and F. - - - - - -

Add,—Wages earned from 26th to 31st March 1894, falling due in Fina
Year 1894–95 - - - - - - - - - - -

Salaries of Inspectors of Shipwrights - - - - - - -

Abate,—Wages earned from 27th to 31st March 1893, but paid in Fina
Year 1893–94 - - - - - - - - - - -

(*d*) **TOTAL** - - - - - - - - - - - - -

STOCK ACCOUNT.

STATEMENT showing the Differences between the PROGRAMME-ESTIMATE for ACTUAL

	PROVISION IN CASH, &c., 1893-94.				
	Sub-Head of Vote 8, Section II.	ESTIMATED EXPENDITURE.	ACTUAL EXPENDITURE.	EXPENDITURE.	
				More than Estimate.	Less than Estimate.
		£.	£.	£.	£.
NAVAL STORES PURCHASED	A	136,800	132,795	—	4,005
	B	547,205	587,871	40,666	—
	C	57,000	55,463	—	1,537
	D	105,000	131,372	26,372	—
	E	395,000	439,983	44,983	—
	F	120,000	92,384	—	27,616
	G	482,000	468,077	—	13,923
PURCHASES FOR OTHER NAVY VOTES	—	35,000	33,835	—	1,165
ESTIMATED SUM AVAILABLE FROM THE NAVAL DEFENCE ACCOUNT (savings from previous years, *see* Navy Estimates, page 245)	—	50,000	- - -	- - -	50,000
GROSS PURCHASES £.		1,928,005	1,941,780	13,775	—
LABOUR ON MANUFACTURES	—	76,930	77,235	305	—
OTHER ADDITIONS TO VALUE OF STOCK (net)	—	8,000	(a) *Cr. 69,324*	—	77,324
REDUCTION IN VALUE OF STOCK:					
Naval Stores	—	—	99,503	99,503	—
Dockyard-made Machinery, &c.	—	—	8,220	8,220	—
	£.	2,012,935	2,057,414	44,479 (Net.)	—

COMPARISON between the Values of STOCK at the Commencement and Close of the Year 1893-94.

	Naval Stores.	Dockyard-made Machinery.	TOTAL.
VALUE OF STOCK:	£.	£.	£.
On 31st March 1893	2,509,838	58,015	2,567,853
Decrease on Valuation at rates brought into force on 1st April 1893	*7,637*	*1*	*7,638*
	2,502,201	58,014	2,560,215
On 31st March 1894	2,402,698	49,794	2,452,492
REDUCTION IN VALUE OF STOCK	99,503	8,220	107,723

NAVAL STORES and DOCKYARD-MADE MACHINERY (Vote 8, Section 2) and the EXPENDITURE.

	PROGRAMME, 1893-94.			
	ESTIMATE.	EXPENDITURE.	EXPENDITURE. More than Estimate.	EXPENDITURE. Less than Estimate.
NEW CONSTRUCTION:	£.	£.	£.	£.
Under the Naval Defence Act	300,350	305,654	5,304	—
Not under the Naval Defence Act	292,180	320,836	28,656	—
RECONSTRUCTION	35,700	25,786	—	9,914
REPAIRS AND REFITS	66,200	58,078	—	8,122
REPAIRS TO SHIPS IN COMMISSION AND RESERVE	133,060	133,327	267	—
SEA STORES, &c.	449,935	486,509	36,574	—
COALS FOR STEAMING	431,000	418,777	—	12,223
YARD SERVICES	107,710	106,374	—	1,336
REPAYMENT SERVICES	129,800	122,441	—	7,359
MATERIALS SOLD	52,000	51,732	—	268
DEPRECIATION OF STOCK	15,000	27,900	12,900	—
£.	2,012,935	2,057,414	44,479 (Net.)	—

(*a*) Other additions to Value of Stock:

	£.	£.
Value of Stock found Surplus on Stocktaking		1,786
Deduct,—		
Value of Stock issued to Manufacturing Shop Plant Account		3,684
Value of losses by Sea and Land transit, less value of articles recovered		1,488
Adjustment of Rate Book prices during the year	49,260	
Adjustment of errors in Valuation	7,619	
	56,879	
Less,—		
Difference between the prices at which Stores have been purchased, and the Rate Book Values at which they have been charged to Stock	14,569	42,310
Value of Stock paid for but not received during the year, less the value received but not paid for		22,918
Difference between cost of Manufacture and Rate Book prices:		
Dockyards	2,713	
Contractors and Prisons	2,003	
	710	71,110
		£. 69,324

PART II.

DETAILED ACCOUNTS, &c.

	PAGE.
Detailed Account of Expenditure upon each of H. M. Ships (Totals carried to Balance Sheet):	
New Construction:	
Under Naval Defence Act, 1889 - Old Programme - Dockyard Built Ships	34 to 37
Under Naval Defence Act, 1889 - Old Programme - Contract Built Ships	36 & 37
Under Naval Defence Act, 1889 - New Programme - Dockyard Built Ships	38 to 49
Under Naval Defence Act, 1889 - New Programme - Contract Built Ships	50 to 59
Not under the Naval Defence Act - Further Programme - Dockyard Built Ships	60 to 63
Not under the Naval Defence Act - Further Programme - Contract Built Ships	64 to 79
Not under the Naval Defence Act - Small Vessels, &c. - Dockyard Built Ships	80 & 81
Not under the Naval Defence Act - Small Vessels, &c. - Contract Built Ships	80 & 81
Re-construction	82 & 83
Repairs, Alterations and Refits	84 to 97
Minor Repairs	98 to 119
Details of Repayment and Miscellaneous Services (Totals carried to Balance Sheet)	120
Detailed Account of Coals supplied for Steaming purposes (ditto - - ditto)	121
Establishment and Incidental Expenditure (subsidiary to Incidental Account, page 14):	
General Summary of Home and Foreign Yards, &c.	123
Details of Home Yards	124 to 129
Details of Foreign Yards	130 & 131
Appropriation of, over Yard production, and Fleet, Port, and National Services	132 to 135
Details of the Stock of Naval Stores, &c.	136 & 137

NEW CONSTRUCTION.

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893–94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893–94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised*. *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
OLD PROGRAMME (DOCKYARD-BUILT SHIPS):													
ARMOURED:			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Battle Ships, 1st Class:													
NILE L. D. 8 April 1886. (Complete.)	Hull, Fittings, and Equipment.	–	265,000 (a) 300	416,950 (a) 9,240	–	691,490	83,982	198,066	412,740	–	610,806	60,355	1
	Propelling and other Machinery.		–	–	100,765	100,765		–	–	107,006	107,006		2
	Gun Mountings, Torpedo Tubes, &c.		(b)	(b)	52,276	52,276		(b)	(b)	46,675	46,675		3
	Total		265,300 *198,050*	426,190 *412,740*	153,041 *155,154*	844,531 *765,944*	83,982 *60,494*	198,066	412,740	153,681	764,487	60,355	4
TRAFALGAR L. D. 18 Jan. 1886. (Complete.)	Hull, Fittings, and Equipment.	–	265,000 (a) 300	416,729 (a) 9,240	–	691,269	119,468	183,641	405,396	–	589,037	80,493	5
	Propelling and other Machinery.		–	–	98,945	98,945		–	–	101,103	101,103		6
	Gun Mountings, Torpedo Tubes, &c.		(b)	(b)	49,378	49,378		(b)	(b)	48,559	48,559		7
	Total		265,300 *181,456*	425,969 *410,855*	148,323 *150,880*	839,592 *743,191*	119,468 *79,934*	183,641	405,396	149,662	738,699	80,493	8
PROTECTED:													
Cruiser, 1st Class:													
BLAKE L. D. 23 July 1888. (Complete.)	Hull, Fittings, and Equipment.	–	131,204	99,180	–	230,384	38,702	146,502	106,665	–	253,167	39,947	9
	Propelling and other Machinery.		–	–	137,127	137,127		–	–	142,470	142,470		10
	Gun Mountings, Torpedo Tubes, &c.		–	–	19,660	19,660		(b)	(b)	17,656	17,656		11
	Total		131,204 *138,760*	99,180 *99,660*	156,787 *163,053*	387,171 *401,473*	38,702 *38,998*	146,502	106,665	160,126	413,293	39,947	12
Cruisers, 3rd Class:													
BARHAM L. D. 22 Oct. 1888. (Complete.)	Hull, Fittings, and Equipment.	–	30,500	20,158	–	50,658	9,222	40,900	22,733	–	63,633	12,131	13
	Propelling and other Machinery.		–	–	31,724	31,724		–	–	32,482	32,482		14
	Gun Mountings, Torpedo Tubes, &c.		(b)	(b)	4,920	4,920		(b)	(b)	5,456	5,456		15
	Total		30,500 *40,350*	20,158 *23,550*	36,644 *38,591*	87,302 *102,991*	9,222 *12,037*	40,900	22,733	37,938	101,571	12,131	16
BARRACOUTA L. D. 2 July 1888. (Complete.)	Hull, Fittings, and Equipment.	–	28,951	20,540	–	49,491	12,442	30,880	21,757	–	52,637	13,424	17
	Propelling and other Machinery.		–	–	25,200	25,200		–	–	25,403	25,403		18
	Gun Mountings, Torpedo Tubes, &c.		(b)	(b)	4,920	4,920		(b)	(b)	5,369	5,369		19
	TOTAL		28,951 *31,200*	20,540 *21,100*	30,120 *30,875*	79,611 *83,175*	12,442 *13,436*	30,880	21,757	30,772	83,409	13,424	20
BARROSA L. D. 14 May 1888. (Complete.)	Hull, Fittings, and Equipment.	–	29,137	21,458	–	50,595	9,620	29,119	22,142	–	51,261	9,799	21
	Propelling and other Machinery.		–	–	25,200	25,200		–	–	25,537	25,537		22
	Gun Mountings, Torpedo Tubes, &c.		(b)	(b)	4,920	4,920		(b)	(b)	5,339	5,339		23
	Total		29,137 *26,810*	21,458 *21,770*	30,120 *30,658*	80,715 *79,238*	9,620 *9,658*	29,119	22,142	30,876	82,137	9,799	24
Torpedo Depôt Ship:													
VULCAN L. D. 18 June 1888. (Complete.)	Hull, Fittings, and Equipment.	–	94,640	71,310	–	165,950	29,471	108,649	75,061	–	183,710	33,312	25
	Propelling and other Machinery.		–	–	102,591	102,591		–	–	106,924	106,924		26
	Gun Mountings, Torpedo Tubes, &c.		(b)	(b)	8,760	8,760		(b)	(b)	9,510	9,510		27
	Total		94,640 *107,000*	71,310 *71,200*	111,351 *(r)158,753*	277,301 *336,953*	29,471 *33,494*	108,649	75,061	116,434	300,144	33,312	28

(a) Value of Stores for First Fitting, not included in Original Estimate.
(b) Cost of Manufacture of Torpedo Tubes, &c. included under "Hull, Fittings, and Equipment."
(r) Includes the sum of 42,000*l.*, for fitting new boilers, which was not required.

CONSTRUCTION.

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES *Vide* Column *					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		Explanation of Differences : A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		–	–	–	–			
2	–	–	–	–	–	–	–	–	–	–	M 9	
3	–	–	–	–		–	–	9	9			
4	–	–	–	–	–	–	–	9	9	–		A.—The original Estimate was found, as the work proceeded, to be in excess of the amount required for building the ship. *Vide* Dockyard Expense Accounts, 1892-93, page 29.
5	–	–	–	–		–	–	–	–			
6	–	–	–	–	–	–	–	–	–	–	M 9	
7	–	–	–	–		–	–	9	9			
8	–	–	–	–	–	–	–	9	9	–		
9	–	–	–	–		–	3	–	3			
10	–	–	–	–	–	–	–	–	–	–	M 3	A.—Excess over original Estimate due to fitting of casemates, and to the general rise of wages. *Vide* Dockyard Expense Accounts, 1892-93, page 29.
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	–	3	–	3	–		
13	–	–	–	–		–	–	–	–			
14	–	–	–	–	–	–	–	–	–	1	M 18	
15	–	–	–	–		–	–	18	18			
16	–	–	–	–	–	–	–	18	18	1		A.—Excess of total cost due to general shop expenditure not having been included in original Estimate, and to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 29.
17	–	–	–	–		–	–	–	–			
18	–	–	–	–	–	–	–	–	–	1	M 26	
19	–	–	–	–		–	–	26	26			
20	–	–	–	–	–	–	–	26	26	1		
21	–	–	–	–		–	–	–	–			
22	–	–	–	–	–	–	–	–	–	1	M 18	
23	–	–	–	–		–	–	18	18			
24	–	–	–	–	–	–	–	18	18	1		
25	–	–	–	–		25	37	–	62			
26	–	–	–	–	–	–	–	–	–	224	M 2,508	A.—Excess of total cost due to boilers not at first proving satisfactory, and to structural alterations and additions.
27	–	–	–	–		158	2,287	1	2,446			B.—Expenditure in 1893-94, due to alterations in torpedo tubes.
28	–	–	–	–	–	183	2,324	1	2,508	224		

NEW CONSTRUCTION—*continued.*

SHIP. Date when laid down.		Page in Navy Estimates. 1893-94.	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
OLD PROGRAMME (DOCKYARD-BUILT SHIPS)—*cont.*													
UNPROTECTED:			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Gun Boats, 1st Class:													
SALAMANDER L. D. 23 April 1888. (Complete.)	Hull, Fittings, and Equipment.	-	16,038	8,753	–	24,791	5,492	17,869	11,156	–	29,025	5,700	1
	Propelling and other Machinery.		–	–	21,466	21,466		–	–	22,643	22,643		2
	Gun Mountings, Torpedo Tubes, &c,		(*b*)	(*b*)	2,630	2,630		(*b*)	(*b*)	2,424	2,424		3
	Total		16,038 *17,120*	8,753 *10,250*	24,096 *24,540*	48,887 *51,910*	5,492 *5,556*	17,869	11,156	25,067	54,092	5,700	4
SEAGULL L. D. 23 April 1888. (Complete.)	Hull, Fittings, and Equipment.	-	16,038	8,753	–	24,791	5,493	16,234	10,271	–	26,505	5,455	5
	Propelling and other Machinery.		–	–	21,466	21,466		–	–	23,506	23,506		6
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	2,630	2,630		(*b*)	(*b*)	2,629	2,629		7
	Total		16,038 *17,120*	8,753 *10,250*	24,096 *25,459*	48,887 *52,829*	5,493 *5,389*	16,234	10,271	26,135	52,640	5,455	8
SKIPJACK L. D. 4 July 1888. (Complete.)	Hull, Fittings, and Equipment.	-	16,038	8,753	–	24,791	5,376	18,354	10,803	–	29,157	5,790	9
	Propelling and other Machinery.		–	–	22,490	22,490		–	–	23,583	23,583		10
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	2,630	2,630		(*b*)	(*b*)	2,542	2,542		11
	Total		16,038 *17,120*	8,753 *10,250*	25,120 *26,099*	49,911 *53,469*	5,376 *5,642*	18,354	10,803	26,125	55,282	5,790	12
TOTAL	Dockyard Work												13
	Contract Work — Gun Mountings and Air Compressing Machinery						Transferable (Issues from Stock, &c.)						14
													15
OLD PROGRAMME (CONTRACT BUILT SHIPS):													
PROTECTED:													
Cruiser, 1st Class:													
BLENHEIM L. D. 31 Oct. 1888. (Complete.)	Hull, Fittings, and Equipment.	196	12,450	19,100	195,850	227,400	11,738	15,716	17,211	229,628	262,555	13,428	16
	Propelling and other Machinery.		–	–	134,726	134,726		–	–	138,819	138,819		17
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	23,415	23,415		(*b*)	(*b*)	17,945	17,945		18
	Total		12,450 *12,450*	19,100 *19,100*	353,991 *385,894*	385,541 *417,444*	11,738 *12,474*	15,716	17,211	386,392	419,319	13,428	19
Cruiser, 3rd Class:													
BELLONA L. D. 16 Oct. 1888. (Complete.)	Hull, Fittings, and Equipment.	-	3,000	3,000	45,000	51,000	2,444	3,127	4,268	46,926	54,321	3,135	20
	Propelling and other Machinery.		–	–	30,359	30,359		–	–	31,079	31,079		21
	Gun Mountings, Torpedo Tubes, &c.		–	–	4,920	4,920		(*b*)	(*b*)	5,757	5,757		22
	Total		3,000 *3,120*	3,000 *4,235*	80,279 *83,669*	86,279 *91,024*	2,444 *3,171*	3,127	4,268	83,762	91,157	3,135	23
TOTAL	Dockyard Work												24
	Contract Work — Hulls — Payments to Contractors (Vote 8, Sec. III., Sub-head C.)												25
	Contract Work — Propelling and other Machinery — ditto (Vote 8, Sec. III., Sub-head A.)												26
	Contract Work — Gun Mountings and Air Compressing Machinery — Non-Transferable (Payments to Contractors)												27
	Contract Work — Gun Mountings and Air Compressing Machinery — Transferable (Issues from Stock, &c.)												28
													29

(*b*) Cost of Manufacture of Torpedo Tubes, &c., included under "Hull, Fittings, and Equipment."

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES *Vide* Column*					EXPENDITURE.					DIFFERENCE	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES. 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		–	–	–	–			
2	–	–	–	–	–	–	–	–	–	–	M. 8	
3	–	–	–	–		–	–	8	8			
4	–	–	–	–	–	–	–	8	8	–		
5	–	–	–	–		–	–	–	–			
6	–	–	–	–	–	–	–	–	–	–	M 12	A.—Excess of total cost due to general shop expenditure not having been included in original Estimate, and to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 31.
7	–	–	–	–	–	–	–	12	12			
8	–	–	–	–	–	–	–	12	12	–		
9	–	–	–	–		–	–	–	–			
10	–	–	–	–	–	–	–	–	–	–	M 9	
11	–	–	–	–		–	–	9	9			
12	–	–	–	–	–	–	–	9	9	–		
13	–	–	–			183	2,327	– –	2,620	227	M 2,620	
14	–	–	–	–	–	–	–	110				
15	–	–	–	–	–	183	2,327	110	2,620	227	M 2,620	
16	–	–	–	–		229	*Cr. 134*	2,530	2,625			A.—Excess over original Estimate is due to the fitting of casemates, &c. *Vide* Dockyard Expense Accounts, 1892-93, page 33. B.—Outstanding balance on Hull and Machinery. *Vide* Navy Appropriation Account, page 63.
17	–	–	–	–	–	–	–	384	384	127	M 3,045	
18	–	–	–	–		–	–	36	36			
19	–	–	–	–	–	229	*Cr. 134*	2,959	3,045	127		
20	–	–	–	–		–	–	–	–			
21	–	–	–	–	–	–	–	–	–	–	M 9	A.—The explanation is the same as for "Salamander."
22	–	–	–	–		–	–	9	9			
23	–	–	–	–	–	–	–	9	9	–		
24	–	–	–			229	*Cr. 134*	–				
25	–	–	–			–	–	2,530				
26	–	–	–	–	–	–	–	384	3,054	127	M 3,054	
27	–	–	–			–	–	22				
28	–	–	–			–	–	23				
29	–	–	–	–	–	229	*Cr. 134*	2,959	3,054	127	M 3,054	

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.	Page in Navy Estimates. 1893–94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
		ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
		DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	
		Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
NEW PROGRAMME (DOCKYARD-BUILT SHIPS):												
ARMOURED:		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Battle Ships, 1st Class:												
BARFLEUR L. D. 13 Oct. 1890. — Hull, Fittings, and Equipment.		171,000	247,770	–	418,770		170,922	212,473	–	383,395		1
Propelling and other Machinery.	180	–	–	89,661	89,661	49,430	–	–	91,596	91,596	48,223	2
Gun Mountings, Torpedo Tubes, &c.		4,000	2,230	43,655	49,885		3,285	2,351	42,103	47,739		3
Total		175,000	250,000	133,316	558,316	49,430	174,207	214,824	133,699	522,730	48,223	4
		183,500	*229,000*	*137,850*	*550,350*	*45,644*						
CENTURION L. D. 30 Mar. 1891. — Hull, Fittings, and Equipment.		171,000	247,770	–	418,770		172,624	217,966	–	390,590		5
Propelling and other Machinery.	182	–	–	89,661	89,661	57,455	–	–	92,213	92,213	52,621	6
Gun Mountings, Torpedo Tubes, &c.		4,000	2,230	43,655	49,885		3,545	2,132	42,258	47,935		7
Total		175,000	250,000	133,316	558,316	57,455	176,169	220,098	134,471	530,738	52,621	8
		182,000	*229,200*	*137,850*	*549,050*	*58,001*						
EMPRESS OF INDIA (late "Renown.") L. D. 9 July 1889. (Complete.) — Hull, Fittings, and Equipment.		208,000	397,770	–	605,770		208,955	391,559	–	600,514		9
Propelling and other Machinery.	180	–	–	96,637	96,637	52,767	–	–	103,496	103,496	54,928	10
Gun Mountings, Torpedo Tubes, &c.		4,000	2,230	71,577	77,807		3,336	2,351	72,054	77,741		11
Total		212,000	400,000	168,214	780,214	52,767	212,291	393,910	175,550	781,751	54,928	12
		210,000	*398,000*	*177,888*	*785,888*	*52,203*						
HOOD L. D. 12 Aug. 1889. (Complete.) — Hull, Fittings, and Equipment.		207,000	405,770	–	612,770		200,822	394,504	–	595,326		13
Propelling and other Machinery.	180	–	–	96,137	96,137	65,220	–	–	101,743	101,743	62,264	14
Gun Mountings, Torpedo Tubes, &c.		4,000	2,230	70,557	76,787		3,340	2,349	72,564	78,253		15
Total		211,000	408,000	166,694	785,694	65,220	204,162	396,853	174,307	775,322	62,264	16
		203,000	*393,000*	*175,175*	*771,175*	*59,361*						
REPULSE L. D. 1 Jan. 1890. — Hull, Fittings, and Equipment.		208,000	397,770	–	605,770		210,029	393,732	–	603,761		17
Propelling and other Machinery.	180	–	–	96,637	96,637	51,118	–	–	102,139	102,139	56,151	18
Gun Mountings, Torpedo Tubes, &c.		4,000	2,230	71,577	77,807		3,411	2,377	72,141	77,929		19
Total		212,000	400,000	168,214	780,214	51,118	213,440	396,109	174,280	783,829	56,151	20
		210,000	*398,000*	*176,786*	*784,786*	*57,597*						
ROYAL SOVEREIGN L. D. 30 Sept. 1889. (Complete.) — Hull, Fittings, and Equipment.		208,000	397,770	–	605,770		186,587	386,390	–	572,977		21
Propelling and other Machinery.	180	–	–	96,137	96,137	74,448	–	–	101,887	101,887	68,633	22
Gun Mountings, Torpedo Tubes, &c.		4,000	2,230	71,577	77,807		3,737	2,148	78,882	84,767		23
Total		212,000	400,000	167,714	779,714	74,448	190,324	388,538	180,769	759,631	68,633	24
		190,825	*388,710*	*176,376*	*755,911*	*68,670*						
PROTECTED:												
Cruisers, 1st Class:												
CRESCENT L. D. 30 Oct. 1890. (Complete.) — Hull, Fittings, and Equipment.		113,950	106,150	–	220,100		114,600	111,819	–	226,419		25
Propelling and other Machinery.	182	–	–	91,516	91,516	34,330	–	–	94,260	94,260	32,663	26
Gun Mountings, Torpedo Tubes, &c.		3,250	1,450	22,250	26,950		3,350	2,079	23,020	28,449		27
Total		117,200	107,600	113,766	338,566	34,330	117,950	113,898	117,280	349,128	32,663	28
		124,000	*112,000*	*117,810*	*353,810*	*36,087*						

(*p*) Exclusive of the cost of Reserve Gun Mountings, and Torpedo and Steam Boats.

CONSTRUCTION—*continued.*

B. - Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	64,000	27,430	–	91,430		54,843	23,654	–	78,497			
2	–	–	13,262	13,262	13,694	–	–	12,165	12,165	14,440	L 4,959	B. *Hull.*—Not quite complete in 1893-94. The total expenditure upon labour and materials will be less than was anticipated when the Estimates for 1893-94 were prepared. *Gun Mountings.*—Payments for hydraulic gear in 1892-93 less than expected, leaving a larger balance to be paid in 1893-94.
3	670	20	25,580	26,270		1,697	381	33,263	35,341			
4	64,670	27,450	38,842	130,962	13,694	56,540	24,035	45,428	126,003	14,440		
5	49,190	27,635	–	76,815		53,175	21,218	–	74,393			
6	–	–	13,262	13,262	13,650	–	–	12,782	12,782	13,105	M 1,678	B. *Hull.*—Expenditure in 1892-93 for labour was less, and for materials more, than expected. *Gun Mountings.*—Payments for hydraulic gear in 1892-93 less than expected, leaving a larger balance to be paid in 1893-94.
7	2,149	815	21,152	24,107		1,759	248	26,680	28,687			
8	51,339	28,440	34,414	114,184	13,650	54,934	21,466	39,462	115,862	13,105		
9	24,000	20,600	–	44,600		25,208	9,448	–	34,656			
10	–	–	6,223	6,223	6,475	–	–	7,154	7,154	6,712	L 11,706	B.—Expenditure upon materials in 1892-93 more than expected, leaving less to be supplied in 1893-94, than was anticipated when the Estimates were prepared.
11	670	20	28,608	29,298		*Cr.* 237	31	26,811	26,605			
12	24,670	20,620	34,831	80,121	6,475	24,971	9,479	33,965	68,415	6,712		
13	–	–	–	–		848	*Cr.* 903	–	*Cr.* 55			
14	–	–	–	–	270	–	–	990	990	119	L 9,771	A.—The original Estimate was found, as the work proceeded, to be in excess of the amount required for building the ship. B. *Gun Mountings.*—Payments for hydraulic gear in 1892-93, more than anticipated.
15	–	–	11,723	11,723		*Cr.* 242	36	1,223	1,017			
16	–	–	11,723	11,723	270	606	*Cr.* 867	2,213	1,952	119		
17	69,140	30,665	–	99,805		68,454	28,970	–	97,424			
18	–	–	7,767	7,767	17,697	–	–	3,209	3,209	16,124	L 9,383	*B. Machinery.*—Work was further advanced in 1892-93 than was estimated when Estimate for 1893-94 was framed. *Vide* Navy Appropriation Account, 1893-94, page 65.
19	1,170	225	28,609	30,004		1,108	142	26,310	27,560			
20	70,310	30,890	36,376	137,576	17,697	69,562	29,112	29,519	128,193	16,124		
21	–	–	–	–		–	*Cr.* 67	–	*Cr.* 67			
22	–	–	–	–	6	–	–	33	33	83	M 4,744	A.—The original Estimate was found, as the work proceeded, to be in excess of the amount required for building the ship. B.—The payments to contractors on account of gun mountings were not complete on 31st March 1893.
23	–	–	274	274		*Cr.* 417	*Cr.* 91	5,560	5,052			
24	–	–	274	274	6	*Cr.* 417	*Cr.* 158	5,593	5,018	83		
25	25,500	10,500	–	36,000		13,638	3,446	–	17,084			
26	–	–	12,373	12,373	6,684	–	–	13,651	13,651	3,277	L 30,393	A.—The original Estimate for materials and machinery, as shown in the Navy Estimates, was understated. The accepted tender for machinery was 94,137*l.* B.—The work was further advanced in 1892-93 than was anticipated when the Estimates for 1893-94 were prepared.
27	–	–	14,835	14,835		*Cr.* 91	*Cr.* 74	2,745	2,580			
28	25,500	10,500	27,708	63,708	6,684	13,547	3,372	16,396	33,315	3,277		

NEW CONSTRUCTION—*continued.*

NEW

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94.	ESTIMATES—Original *and Revised* *Vide* Column.* DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES.	EXPENDITURE. DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES.	
NEW PROGRAMME (DOCKYARD BUILT SHIPS)—*cont'd.*													
PROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Cruisers, 1st Class—*continued.*													
EDGAR L. D. 3 June 1889. (Complete).	Hull, Fittings, and Equipment.		109,200	88,800 (*a*)3,500	–	201,500		131,929	93,862	–	225,791		1
	Propelling and other Machinery.	182	–	–	99,020	99,020	38,578	–	–	103,264	103,264	43,733	2
	Gun Mountings, Torpedo Tubes, &c.		(*c*)3,250	(*c*) 1,450	23,410	28,110		3,238	2,039	25,985	31,262		3
	Total		112,450	93,750	122,430	328,630	38,578	135,167	95,901	129,249	360,317	43,733	4
			134,000	*95,650*	*127,818*	*357,468*	*43,615*						
HAWKE L. D. 17 June 1889. (Complete).	Hull, Fittings, and Equipment.		108,100	88,400 (*a*)3,500	–	200,000		125,339	97,666	–	223,005		5
	Propelling and other Machinery.	184	–	–	99,020	99,020	29,269	–	–	102,565	102,565	31,498	6
	Gun Mountings, Torpedo Tubes, &c.		(*c*)3,250	(*c*) 1,450	23,410	28,110		2,973	2,257	29,402	34,632		7
	Total		111,350	93,350	122,430	327,130	29,269	128,312	99,923	131,967	360,202	31,498	8
			128,000	*100,800*	*127,120*	*355,920*	*30,183*						
ROYAL ARTHUR (late "Centaur.") L. D. 20 January 1890. (Complete).	Hull, Fittings, and Equipment.		113,950	106,150	–	220,100		126,228	110,963	–	237,191		9
	Propelling and other Machinery.	182	–	–	96,985	96,985	34,362	–	–	99,127	99,127	34,977	10
	Gun Mountings, Torpedo Tubes, &c.		3,250	1,450	22,444	27,144		3,357	2,081	23,103	28,541		11
	Total		117,200	107,600	119,429	344,229	34,362	129,585	113,044	122,230	364,859	34,977	12
			128,820	*113,750*	*122,572*	*365,142*	*37,280*						
Cruisers, 2nd Class :													
ÆOLUS L. D. 10 March 1890. (Complete).	Hull, Fittings, and Equipment.		56,660	41,640	–	98,300		68,463	48,749	–	117,212		13
	Propelling and other Machinery.	184	–	–	59,852	59,852	19,110	–	–	60,564	60,564	22,360	14
	Gun Mountings, Torpedo Tubes, &c.		940	360	9,145	10,445		955	384	10,228	11,567		15
	Total		57,600	42,000	68,997	168,597	19,110	69,418	49,133	70,792	189,343	22,360	16
			67,600	*48,500*	*70,265*	*186,365*	*22,096*						
ASTRÆA L. D. 14 August 1890.	Hull, Fittings, and Equipment.		78,000	56,500	–	134,500		82,371	58,520	–	140,891		17
	Propelling and other Machinery.	184	28,000	23,000	3,168	54,168	33,705	34,193	24,291	3,312	61,796	34,714	18
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		1,496 (*d*) 286	488 (*d*) 483	10,252	13,005		19
	Total		107,260	80,100	14,848	202,208	33,705	118,346	83,782	13,564	215,692	34,714	20
			115,200	*81,200*	*13,667*	*210,067*	*35,447*						
BONAVENTURE L. D. 8 Dec. 1890. (Complete).	Hull, Fittings, and Equipment.		76,000	54,500	–	130,500		85,503	59,642	–	145,145		21
	Propelling and other Machinery.	184	–	–	59,952	59,952	25,071	–	–	60,874	60,874	26,744	22
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		1,496	488	11,266	13,250		23
	Total		77,260	55,100	71,632	203,992	25,071	86,999	60,130	72,140	219,269	26 741	24
			84 000	*56,500*	*71.235*	*211,735*	*26,952*						
BRILLIANT L. D. 24 March 1890. (Complete).	Hull, Fittings, and Equipment.		58,560	43,000	–	101,560		69,554	49,685	–	119,239		25
	Propelling and other Machinery.	186	–	–	59,852	59,852	23,241	–	–	60,368	60,368	25,779	26
	Gun Mountings, Torpedo Tubes, &c.		940	350	9,145	10,445		961	395	9,121	10,477		27
	Total		59,500	43,360	68,997	171,857	23,241	70,515	50,080	69,489	190,084	25,779	28
			66,100	*49,100*	*70,282*	*185,482*	*24,585*						

(*a*) Stores for First Fitting not included in Original Estimate.
(*c*) Cost of Manufacture of Torpedo Tubes not included in Original Estimate.
(*d*) Dockyard work upon Air Compressing Machinery.
(*p*) Exclusive of the cost of Reserve Gun Mountings and Torpedo and Steam Boats.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M=MORE, or L=LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure, B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		10	–	–	10			
2	–	–	–	–	–	–	–	445	445	97	M 2,832	
3	–	–	–	–		15	103	2,259	2,377			
4	–	–	–	–	–	25	103	2,704	2,832	97		A.—Excess of total cost over original Estimate due to rise of wages, and structural alterations and additions. B.—The payments to Contractors on account of gun mountings were not complete on 31st March 1893.
5	–	–	–	–		17	*Cr. 85*	–	*Cr. 68*			
6	–	–	–	–	–	–	–	–	–	146	M 5,476	
7	–	–	–	–		*Cr. 144*	18	5,670	5,544			
8	–	–	–	–	–	*Cr. 127*	*Cr. 67*	5,670	5,476	146		
9	–	–	–	–		–	*Cr. 184*	–	*Cr. 184*			
10	–	–	–	–	16	–	–	–	–	*Cr. 6*	L 819	A.—Excess of total cost over original Estimate due to rise of wages, and structural alterations and additions.
11	–	–	688	688		32	44	*Cr. 23*	53			
12	–	–	688	688	16	32	*Cr. 140*	*Cr. 23*	*Cr. 131*	*Cr. 6*		
13	–	–	–	–		411	734	–	1,145			
14	–	–	–	–	–	–	–	89	89	202	M 2,394	A.—Excess of total cost over original Estimate due to rise of wages, and structural alterations and additions.
15	–	–	–	–		–	–	1,160	1,160			B.—Not quite complete in 1892-93.
16	–	–	–	–	–	411	734	1,249	2,394	202		
17	31,210	11,940	–	43,150		31,304	12,282	–	43,586			
18	4,580	1,388	360	6,328	10,598	7,676	1,527	1,176	10,379	10,169	M 3,907	
19	1,000 (*d*) 310	120 (*d*) 22	9,400	10,852		626 (*d*) 206	*Cr. 6* (*d*) 149	9,397	10,272			
20	37,100	13,470	9,760	60,330	10,598	39,812	13,952	10,473	64,237	10,169		A.—Excess of total cost over original Estimate due to rise of wages, and to structural alterations and additions. B.—Expenditure on completion more than was anticipated when the Estimates for the year were prepared.
21	27,160	9,760	–	36,920		28,594	9,266	–	37,860			
22	–	–	9,010	9,010	8,247	–	–	9,194	9,194	7,704	M 1,331	
23	1,000	120	8,828	9,948		626	*Cr. 6*	9,535	10,155			
24	28,160	9,880	17,838	55,878	8,247	29,220	9,260	18,729	57,209	7,704		
25	–	–	–	–		78	*Cr. 119*	–	*Cr. 41*			
26	–	–	–	–	–	–	–	87	87	10	M 75	A.—Excess of total cost over original Estimate due to rise of wages, and to structural alterations and additions.
27	–	–	–	–		–	–	29	29			
28	–	–	–	–	–	78	*Cr. 119*	116	75	10		

NEW CONSTRUCTION—*continued.*

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94	ESTIMATES—Original *and Revised.* *Vide* Column * DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES.	EXPENDITURE. DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES.	
		*	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
NEW PROGRAMME (DOCKYARD BUILT SHIPS)—*contd.*													
PROTECTED—*continued.*													
Cruisers, 2nd Class—*continued.*													
CAMBRIAN L. D. 1 April 1891.	Hull, Fittings, and Equipment.	186	76,000	54,500	–	130,500	19,075	84,096	61,609	–	145,705	19,836	1
	Propelling and other Machinery.		–	–	60,032	60,032		–	–	60,800	60,800		2
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		1,544	526	10,983	13,053		3
	Total		77,260 *78,030*	55,100 *57,000*	71,712 *72,476*	204,072 *207,476*	19,075 *18,623*	85,640	62,135	71,783	219,558	19,836	4
CHARYBDIS L. D. 28 Sept. 1891.	Hull, Fittings, and Equipment.	186	76,000	54,500	–	130,500	28,561	55,814	53,506	–	109,320	21,999	5
	Propelling and other Machinery.		–	–	56,643	56,643		–	–	52,683	52,683		6
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		1,535	580	1,560	3,675		7
	Total		77,260 *80,200*	55,100 *56,100*	68,323 *68,093*	200,683 *204,393*	28,561 *30,091*	57,349	54,086	54,243	165,678	21,999	8
FLORA L. D. 1 March 1892.	Hull, Fittings, and Equipment.	188	76,000	54,500	–	130,500	19,135	59,813	52,811	–	112,624	15,363	9
	Propelling and other Machinery.		–	–	56,409	56,409		–	–	48,614	48,614		10
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		236	543	1,595	2,374		11
	Total		77,260 *78,000*	55,100 *57,000*	68,089 *67,964*	200,449 *202,964*	19,135 *18,684*	60,049	53,354	50,209	163,612	15,363	12
FORTE L. D. 21 Sept. 1891.	Hull, Fittings, and Equipment.	186	78,000	56,500	–	134,500	21,858	52,435	47,817	–	100,252	20,080	13
	Propelling and other Machinery.		28,000	23,000	3,460	54,460		27,323	25,124	3,958	56,405		14
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		236 (*d*) 199	543 (*d*) 356	955	2,289		15
	Total		107,260 *107,950*	80,100 *79,500*	15,140 *15,025*	202,500 *202,475*	21,858 *23,374*	80,193	73,840	4,913	158,946	20,080	16
FOX L. D. 11 Jan. 1892.	Hull, Fittings, and Equipment.	188	78,000	56,500	–	134,500	28,830	56,380	50,529	–	106,909	21,415	17
	Propelling and other Machinery.		28,000	23,000	3,165	54,165		30,095	23,808	2,786	56,689		18
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		237 (*d*) 273	543 (*d*) 277	980	2,310		19
	Total		107,260 *107,600*	80,100 *79,850*	14,845 *13,974*	202,205 *201,424*	28,830 *28,328*	86,985	75,157	3,766	165,908	21,415	20
HERMIONE L. D. 17 Dec. 1891.	Hull, Fittings, and Equipment.	188	78,000	56,500	–	134,500	33,749	60,094	48,819	–	108,913	19,032	21
	Propelling and other Machinery.		(*e*) 28,000	(*e*) 23,000	800	51,800		–	–	46,656	46,656		22
	Gun Mountings, Torpedo Tubes, &c.		1,260	600	11,680	13,540		459	559	1,552	2,570		23
	Total		107,260 *84,000*	80,100 *56,500*	12,480 *66,191*	199,840 *206,691*	33,749 *26,869*	60,553	49,378	48,208	158,139	19,032	24
Cruisers, 3rd Class:													
PALLAS L. D. 1 July 1889. (Complete).	Hull, Fittings, and Equipment.	–	43,315	26,603	–	69,918	12,032	45,944	27,506	–	73,450	13,274	25
	Propelling and other Machinery.		–	–	54,410	54,410		–	–	55,365	55,365		26
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	6,229	6,229		(*b*)	(*b*)	7,662	7,662		27
	Total		43,315 *46,000*	26,603 *26,500*	60,639 *63,026*	130,557 *135,526*	12,032 *13,302*	45,944	27,506	63,027	136,477	13,274	28

(*b*) Cost of Manufacture of Torpedo Tubes included under Hull, Fittings, and Equipment.
(*d*) Dockyard work upon Air-compressing Machinery.
(*e*) Includes amounts for Propelling Machinery originally intended to be made in the Dockyards.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE.—DIRECT CHARGES, 1893–94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences. A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893–94.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.		
1	20,080	4,470	–	24,550		27,812	9,903	–	37,715			
2	–	–	9,010	9,010	4,478	–	–	9,119	9,119	6,601	M. 12,651	A. and B.—The cost of completing this ship proved greater than was anticipated when the Estimates for 1893–94 were prepared, owing to alterations and additions ordered, and to increased cost of materials.
3	1,260	190	10,069	11,519		1,425	219	9,252	10,896			
4	21,340	4,660	19,079	45,079	4,478	29,237	10,122	18,371	57,730	6,601		
5	39,835	9,445	–	49,280		32,562	13,082	–	45,644			
6	–	–	7,535	7,535	12,975	–	–	12,251	12,251	10,406	L. 7,347	B.—Progress delayed, it having been considered desirable to complete "Circe," "Hebe," "Leda," and "Alarm."
7	925	155	10,095	11,175		1,415	273	1,060	2,748		–	*Machinery.*—Excess is due to falling off in previous years. *Vide* Navy Appropriation Account, 1893–94, page 65.
8	40,760	9,600	17,630	67,990	12,975	33,977	13,355	13,311	60,643	10,406		*Gun Mountings.*—Not issued in 1893–94, as was expected and provided for.
9	30,435	9,365	–	39,800		32,292	16,247	–	48,539			
10	–	–	11,033	11,033	6,521	–	–	27,451	27,451	7,824	M. 15,152	B.—The work was advanced in order that the date of leaving Pembroke for completion at Devonport might be accelerated.
11	925	155	10,095	11,175		118	237	815	1,170			*Machinery.*—Excess is due to falling off in previous years. *Vide* Navy Appropriation Account, 1893–94, page 65.
12	31,360	9,520	21,128	62,008	6,521	32,410	16,484	28,266	77,160	7,824		*Gun Mountings.*—Not issued in 1893–94, as was expected and provided for.
13	35,325	13,345	–	48,670		36,264	19,440	–	55,704			
14	9,750	3,055	2,393	15,198	9,151	8,219	4,368	796	13,383	10,697	L. 4,975	B. *Materials.*—Issues in 1892–93 less than expected, leaving more to be issued in 1893–94.
15	925	155	9,645	10,725		118 (*d*) 88	237 (*d*) 88	–	531			*Gun Mountings.*—Not issued in 1893–94, as was expected and provided for.
16	46,000	16,555	12,038	74,593	9,151	44,689	24,133	796	69,618	10,697		
17	27,300	15,565	–	42,865		21,947	9,937	–	31,884			
18	10,000	4,750	560	15,310	9,748	12,059	5,022	1,451	18,532	7,624	L. 17,768	B. *Hull.*—Work delayed in order that the completion of the contract-built ships might be pushed forward as rapidly as possible.
19	930	155	9,645	10,730		118 (*d*) 252	236 (*d*) 115	–	721			*Gun Mountings.*—Not issued in 1893–94, as was expected and provided for.
20	38,230	20,470	10,205	68,905	9,748	34,376	15,310	1,451	51,137	7,624		
21	32,970	15,440	–	48,410		30,802	12,788	–	43,590			
22	–	–	15,373	15,373	10,451	–	–	15,960	15,960	8,443	L. 15,126	B. *Gun Mountings.*—Not issued in 1893–94, as was expected and provided for.
23	1,000	120	11,145	12,265		342	254	776	1,372			
24	33,970	15,560	26,518	76,048	10,451	31,144	13,042	16,736	60,922	8,443		
25	–	–	–	–		–	–	–	–			
26	–	–	–	–	–	–	–	–	–	–	M. 11	A.—Excess of total cost over original Estimate due to rise of wages, and to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892–93, page 43.
27	–	–	–	–		–	–	11	11			
28	–	–	–	–	–	–	–	11	11	–		

(*p*) Exclusive of the Cost of Reserve Gun Mountings, and Torpedo and Steam Boats.

NEW CONSTRUCTION—*continued.*

NEW

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
NEW PROGRAMME (DOCKYARD BUILT SHIPS)—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
PROTECTED—*continued.*													
Cruisers, 3rd Class—*continued.*													
PEARL L. D. 1 April 1889. (Complete.)	Hull, Fittings, and Equipment.		43,479	26,718	–	70,197	9,647	53,560	27,335	–	80,895	12,521	1
	Propelling and other Machinery.	–	–	–	–	55,675		–	–	56,797	56,797		2
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	6,229	6,229		(*b*)	(*b*)	7,753	7,753		3
	Total		43,479	26,718	61,904	132,101	9,647	53,560	27,335	64,550	145,445	12,521	4
			50,500	*25,000*	*64,283*	*139,783*	*11,910*						
PHŒBE L. D. 23 April 1889. (Complete.)	Hull, Fittings, and Equipment.		42,342	25,885	–	68,227	21,018	52,082	26,491	–	78,573	24,724	5
	Propelling and other Machinery.	–	23,000	19,500	–	42,500		27,523	21,028	2,568	51,119		6
	Gun Mountings, Torpedo Tubes, &c.		1,000	470	6,229	7,699		(*b*)	(*b*)	7,158	7,158		7
	Total		66,342	45,855	6,229	118,426	21,018	79,605	47,519	9,726	136,850	24,724	8
			78,650	*48,000*	*9,799*	*136,449*	*24,705*						
UNPROTECTED:													
Gun Boats, 1st Class:													
ALARM L. D. 25 June 1891. (Complete.)	Hull, Fittings, and Equipment.		17,100	8,300	–	25,400	6,385	17,456	9,437	–	26,893	6,713	9
	Propelling and other Machinery.	190	–	–	22,830	22,830		–	–	22,949	22,949		10
	Gun Mountings, Torpedo Tubes, &c.		1,400	400	3,194	4,994		1,774	662	2,951	5,387		11
	Total		18,500	8,700	26,024	53,224	6,385	19,230	10,099	25,900	55,229	6,713	12
			18,200	*8,920*	*25,892*	*53,012*	*6,223*						
ANTELOPE L. D. 21 Oct. 1889.	Hull, Fittings, and Equipment.		16,550	8,030	–	24,580	5,651	21,352	8,604	–	29,956	6,844	13
	Propelling and other Machinery.	190	–	–	24,010	24,010		–	–	24,085	24,085		14
	Gun Mountings, Torpedo Tubes, &c.		1,400	400	3,260	5,060		2,239	497	2,934	5,670		15
	Total		17,950	8,430	27,270	53,650	5,651	23,591	9,101	27,019	59,711	6,844	16
			19,000	*9,100*	*27,026*	*55,126*	*5,935*						
CIRCE L. D. 21 Jan. 1890. (Complete.)	Hull, Fittings, and Equipment.		15,950	7,960	–	23,910	6,156	19,805	9,239	–	29,044	7,360	17
	Propelling and other Machinery.	190	–	–	22,830	22,830		–	–	22,948	22,948		18
	Gun Mountings, Torpedo Tubes, &c.		1,400	400	3,194	4,994		2,235	509	3,008	5,752		19
	Total		17,350	8,360	26,024	51,734	6,156	22,040	9,748	25,956	57,744	7,360	20
			20,000	*9,300*	*25,892*	*55,192*	*6,787*						
DRYAD L. D. 15 April 1893.	Hull, Fittings, and Equipment.		28,795	11,975	–	40,770	6,602	25,684	12,432	–	38,116	7,135	21
	Propelling and other Machinery.	192	–	–	21,568	21,568		–	–	18,456	18,456		22
	Gun Mountings, Torpedo Tubes, &c.		1,735	525	3,220	5,480		1,834	628	2,857	5,319		23
	Total		30,530	12,500	24,788	67,818	6,602	27,518	13,060	21,313	61,891	7,135	24
			30,530	*12,500*	*24,708*	*67,738*	*6,608*						

(*b*) Cost of Manufacture of Torpedo Tubes, &c., included under "Hull, Fittings, and Equipment."
(*p*) Exclusive of the cost of Reserve Gun Mountings, and Torpedo and Steam Boats.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = More, or L = Less, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		6	–	–	6			
2	–	–	–	–	–	–	–	–	–	2	M 20	
3	–	–	–	–		–	–	14	14			
4	–	–	–	–	–	6	–	14	20	2		
5	–	–	–	–		–	–	–	–			A.—Excess of total cost over original Estimate due to rise of wages, and to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 43.
6	–	–	–	–	–	–	–	–	–	–	M 1	
7	–	–	–	–		–	–	1	1			
8	–	–	–	–	–	–	–	1	1	–		
9	–	–	–	–		3,272	967	–	4,239			
10	–	–	–	–	–	–	–	3,299	3,299	1,139	M 9,728	A.—Excess of total cost due to structural alterations and additions.
11	–	–	–	–		157	50	1,983	2,190			B.—Not completed in 1892-93, as was expected when the Estimates for 1893-94 were prepared.
12	–	–	–	–	–	3,429	1,017	5,282	9,728	1,139		
13	3,100	1,755	–	4,855		7,744	2,268	–	10,012			
14	–	–	6,380	6,380	1,081	–	–	6,390	6,390	2,129	M 7,134	A.—Excess of total cost due to rise of wages and to structural alterations and additions.
15	–	–	–	–		1	–	1,966	1,967			B. *Hull.*—Expenditure upon completion more than was anticipated when the Estimates for the year were prepared. *Gun Mountings.*—Not issued during 1892-93, as was expected and provided for.
16	3,100	1,755	6,380	11,235	1,081	7,745	2,268	8,356	18,369	2,129		
17	–	–	–	–		597	261	–	858			
18	–	–	–	–	–	–	–	3,172	3,172	342	M 6,070	A.—Excess of total cost due to rise of wages and to structural alterations and additions.
19	–	–	–	–		–	–	2,040	2,040			B.—Not completed in 1892-93 as was expected, when the Estimates for 1893-94 were prepared.
20	–	–	–	–	–	597	261	5,212	6,070	342		
21	27,875	7,920	–	35,795		24,583	9,925	–	34,508			
22	–	–	12,898	12,898	5,965	–	–	12,496	12,496	6,512	L 1,177	B.—Not quite complete in 1893-94 as was expected.
23	1,240	415	2,580	4,235		1,515	375	2,857	4,747			
24	29,115	8,335	15,478	52,928	5,965	26,098	10,300	15,353	51,751	6,512		

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893–94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
NEW PROGRAMME (DOCKYARD-BUILT SHIPS)—*cont^d.*													
UNPROTECTED—*continued.*													
Gun Boats, 1st Class—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
GLEANER - - - L. D. 21 Jan. 1889. (Complete.)	Hull, Fittings, and Equipment.	–	15,760	10,458	–	26,218	10,016	19,262	8,969	–	28,231	11,742	1
	Propelling and other Machinery.		10,350	8,750	515	19,615		15,152	7,660	862	23,674		2
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	1,820	1,820		(*b*)	(*b*)	2,231	2,231		3
	Total - - -		26,110 *33,000*	19,208 *16,270*	2,335 *3,032*	47,653 *52,302*	10,046 *11,496*	34,414	16,629	3,093	54,136	11,742	4
GOSSAMER - - - L. D. 21 Jan. 1889. (Complete.)	Hull, Fittings, and Equipment.	–	15,760	10,558	–	26,318	10,040	17,682	8,585	–	26,267	11,444	5
	Propelling and other Machinery.		10,350	8,750	515	19,615		14,778	7,289	874	22,941		6
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	1,820	1,820		(*b*)	(*b*)	2,245	2,245		7
	Total - - -		26.110 *33.000*	19,308 *15,850*	2,335 *2,808*	47,753 *51,658*	10,040 *11,501*	32,460	15,874	3,119	51,453	11,444	8
HALCYON - - - L. D. 2 Jan. 1893.	Hull, Fittings, and Equipment.	190	28,795	11,975	–	40,770	9,105	18,031	9,751	–	27,782	5,751	9
	Propelling and other Machinery.		–	–	20,889	20,889		–	–	17,979	17,979		10
	Gun Mountings, Torpedo Tubes, &c.		1,735	525	3,260	5,520		1,349	475	924	2,748		11
	Total - - -		30,530 *30,530*	12,500 *12,500*	24,149 *24,029*	67,179 *67,059*	9,105 *9,102*	19,380	10,226	18,903	48,509	5,751	12
HARRIER - - - L. D. 2 Jan. 1893.	Hull, Fittings, and Equipment.	192	28,795	11,975	–	40,770	9,128	16,126	9,223	–	25,349	5,258	13
	Propelling and other Machinery.		–	–	20,889	20,889		–	–	17,973	17,973		14
	Gun Mountings, Torpedo Tubes, &c.		1,735	525	3,220	5,480		1,254	464	924	2,642		15
	Total - - -		30.530 *30.530*	12,500 *12,500*	24,109 *24,029*	67,139 *67,059*	9,128 *9,126*	17,380	9,687	18,897	45,964	5,258	16
HAZARD - - - L. D. 1 Dec. 1892.	Hull, Fittings, and Equipment.	192	28,795	11,975	–	40,770	6,600	26,104	12,406	–	38,510	6,690	17
	Propelling and other Machinery.		–	–	21,722	21,722		–	–	18,840	18,840		18
	Gun Mountings, Torpedo Tubes, &c.		1,735	525	3,220	5,480		1,834	620	2,791	5,245		19
	Total - - -		30,530 *30.530*	12,500 *12,500*	24,942 *24,862*	67,972 *67,892*	6,600 *6,958*	27,938	13,026	21,631	62,595	6,690	20
HEBE - - - L. D. 21 Jan. 1890. (Complete.)	Hull, Fittings, and Equipment.	190	16,200	7,950	–	24,150	10,830	19,444	9,506	–	28,950	12,187	21
	Propelling and other Machinery.		15,500	7,500	1,155	24,155		16,748	8,908	960	26,616		22
	Gun Mountings, Torpedo Tubes, &c.		1,300	400	3,194	4,894		2,075 (*d*) 252	685 (*d*) 172	2,411	5,595		23
	Total - - -		33,000 *35,800*	15,850 *17,100*	4,349 *3,332*	53,199 *56,232*	10,830 *11,623*	38,519	19,271	3,371	61,161	12,187	24

(*b*) Cost of Manufacture of Torpedo Tubes included under Hull, Fittings, and Equipment.
(*d*) Dockyard work upon Air-compressing Machinery.
(*p*) Exclusive of the cost of Reserve Gun Mountings, and Torpedo and Steamboats.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		–	–	–	–			
2	–	–	–	–	–	–	–	–	–	–	M 8	A.—Excess of total cost due to rise of wages, and general shop expenditure not having been provided for in original Estimate. *Vide* Dockyard Expense Accounts, 1892-93, page 45.
3	–	–	–	–		–	–	8	8			
4	–	–	–	–	–	–	–	8	8	–		
5	–	–	–	–		–	–	–	–			
6	–	–	–	–	–	–	–	–	–	–	M 8	A.—Excess of total cost due to general shop expenditure not having been included in original Estimate, and to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 45.
7	–	–	–	–		–	–	8	8			
8	–	–	–	–	–	–	–	8	8	–		
9	20,000	6,400	–	26,400		15,376	6,663	–	22,039			
10	–	–	14,114	14,114	6,186	–	–	11,579	11,579	4,592	L 9,187	B.—Work retarded, it having been considered desirable to complete "Bonaventure" and "Anlelope."
11	1,125	280	2,600	4,005		1,031	221	462	1,714			*Machinery.*—Not completed in 1893-94 as anticipated. *Vide* Navy Appropriation Account, 1893-94, page 65.
12	21,125	6,680	16,714	44,519	6,186	16,407	6,884	12,041	35,332	4,592		
13	16,200	6,000	–	22,200		14,411	6,462	–	20,873			
14	–	–	9,456	9,456	5,121	–	–	13,493	13,493	4,404	M 312	B.—Work retarded, it having been considered desirable to complete "Bonaventure" and "Antelope."
15	1,125	280	2,600	4,005		935	210	462	1,607			*Machinery.*—Increased expenditure due to falling off in previous year. *Vide* Navy Appropriation Account, 1893-94, page 65.
16	17,325	6,280	12,056	35,661	5,121	15,346	6,672	13,955	35,973	4,404		
17	25,735	7,130	–	32,865		21,763	9,320	–	31,083			
18	–	–	9,828	9,828	5,588	–	–	12,175	12,175	5,409	M 554	B. *Hull.*—Deficit of expenditure due to men being required upon completion of "Cambrian" and work on "Flora."
19	1,240	415	2,580	4,235		1,519	366	2,329	4,214			B. *Machinery.*—Increased expenditure due to falling off in previous year. *Vide* Navy Appropriation Account, 1893-94, page 65.
20	26,965	7,545	12,408	46,918	5,588	23,282	9,686	14,504	47,472	5,409		
21	2,885	1,990	–	4,875		5,565	1,936	–	7,501			
22	4,945	1,015	–	5,960	2,621	5,579	975	261	6,815	3,268	M 5,552	A. Excess of total cost due to rise of wages, and to structural alterations and additions.
23	(*d*) 100	(*d*) 40	–	140		64 (*d*) 187	32 (*d*) 147	1,781	2,211			B. Cost of completion more than expected, and gun mountings not issued during 1892-93.
24	7,930	3,045	–	10,875	2,621	11,395	3,090	2,042	16,527	3,268		

NEW CONSTRUCTION—*continued.*

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
NEW PROGRAMME (DOCKYARD BUILT SHIPS)—*contd.*													
UNPROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Gun Boats, 1st Class—*continued.*													
HUSSAR L. D. 3 April 1893.	Hull, Fittings, and Equipment.	192	28,795	11,975	–	40,770	9,135	9,696	8,699	–	18,395	3,768	1
	Propelling and other Machinery.		–	–	20,489	20,489		–	–	16,060	16,060		2
	Gun Mountings, Torpedo Tubes, &c.		1,735	525	3,220	5,480		1,177	460	924	2,561		3
	Total		30,530 *30,530*	12,500 *12,500*	23,709 *24,029*	66,739 *67,059*	9,135 *9,142*	10,873	9,159	16,984	37,016	3,768	4
LEDA L. D. 25 June 1891. (Complete.)	Hull, Fittings, and Equipment.	192	16,765	8,175	–	24,940	6,378	16,998	9,416	–	26,414	6,733	5
	Propelling and other Machinery.		–	–	23,030	23,030		–	–	23,319	23,319		6
	Gun Mountings, Torpedo Tubes, &c.		1,735	525	3,194	5,454		2,126	622	2,972	5,720		7
	Total		18,500 *18,600*	8,700 *8,950*	26,224 *26,092*	53,424 *53,642*	6,378 *6,432*	19,124	10,038	26,291	55,453	6,733	8
STEAM BOATS	Hull, Fittings, and Equipment.	194	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	9
	Propelling and other Machinery.		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	10
	Gun Mountings, Torpedo Tubes, &c.		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	11
	Total		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	12
SUNDRY SERVICES	Hull, Fittings, and Equipment.	188 and 194	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13
	Propelling and other Machinery.		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	14
	Gun Mountings, Torpedo Tubes, &c.		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	15
	Total		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	16
Adjustment on account of Advances on Transferable Auxiliary Machinery and Gun Mountings, including Reserve Gun Mountings: Auxiliary Machinery													17
Gun Mountings													18
Dockyard Work													19
TOTAL — Contract Work — Hulls													20
Propelling and other Machinery — ditto													21
Propelling and other Machinery — ditto													22
Propelling and other Machinery — Transferable (Issues from Stock, &c.)													23
Gun Mountings and Air-Compressing Machinery — Non-Transferable (Payments to Contractors)													24
Gun Mountings and Air-Compressing Machinery — Transferable (Issues from Stock, &c.)													25
													26

(*p*) Exclusive of the cost of Reserve Gun Mountings, and Torpedo and Steam Boats.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	12,980	5,505	–	18,485		8,713	6,165	–	14,878			
2	–	–	9,776	9,776	4,300	–	–	11,580	11,580	3,092	L 4,284	B. *Hull.*—Work retarded, it having been considered desirable to complete "Astræa" and "Antelope." *Machinery.*—Increased expenditure due to falling-off in previous year. *Vide* Navy Appropriation Account, 1893-94, page 65.
3	1,125	285	2,600	4,010		860	207	462	1,529			
4	14,105	5,790	12,376	32,271	4,300	9,573	6,372	12,042	27,987	3,092		
5	3,125	605	–	3,730		4,952	1,950	–	6,902			
6	–	–	3,506	3,506	1,078	–	–	3,669	3,669	1,671	M 3,691	A.—Excess of total cost due to structural alterations and additions. B.—Expenditure in 1893-93 less, and the cost of completion rather more, than anticipated.
7	50	5	1,726	1,781		101	32	2,004	2,137			
8	3,175	610	5,232	9,017	1,078	5,053	1,982	5,673	12,708	1.671		
9	–	–	12,800	12,800		1,304	1,049	5,091	7,444			
10	–	–	21,192	21,192	781	–	–	7,531	7,531	761	L 19,017	B.—Boats re-appropriated between Replacements and New Programme. *Vide* Navy Appropriation Account, 1893-94, page 69.
11	–	–	–	–		–	–	–	–			
12	–	–	33,992	33,992	781	1,304	1,049	12,622	14,975	761		
13	1,750	1,245	–	2,995								
14	–	–	2,500	2,500	612	– Included in the foregoing –				–	L' 5,495	
15	–	–	–	–								
16	1,750	1,245	2,500	5,495	612	–	–	–	–	–		
17	–	–	*Cr.* 2,477	*Cr.* 2,477	–	–	–	–	–	–	M 56,947	
18	–	–	*Cr.* 77,054	*Cr.* 77,054		–	–	*Cr.* 22,584	*Cr.* 22,584			
19	637,990	258,900	–			615,262	252,189	–				
20	–	–	12,800			–	–	5,091				
21	–	–	188,949			–	–	201,402				
22	–	–	6,635	1,253,547	163,994	–	–	8,825	1,242,416	157,093	L 11,131	
23	–	–	250			–	–	3,421				
24	–	–	67,130			–	–	75,600				
25	–	–	80,893			–	–	80,626				
26	637.990	258.900	356.657	1.253.547	163.994	615.262	252.189	374.965	1.242.416	157.093	L 11.131	

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES. (*i*)	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES. *See* Note (*x*). (*i*)	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
NEW PROGRAMME (CONTRACT-BUILT SHIPS):													
ARMOURED:			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Battle Ships, 1st Class:													
RAMILLIES	Hull, Fittings, and Equipment.		10,000	10,000	668,400	688,400		10,863	12,311	669,551	692,725		1
	Propelling and other Machinery.	198	–	–	100,166	100,166	2,651	–	–	101,202	101,202	3,006	2
L. D. 11 Aug. 1890. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	67,703 (*k*) 6,230	73,933		–	–	72,020 (*k*) 5,881	77,901		3
	Total		10,000	10,000	842,499	862,499	2,651	10,863	12,311	848,654	871,828	3,006	4
			10,000	*10,000*	*846,845*	*866,845*	*2,926*						
RESOLUTION	Hull, Fittings, and Equipment.		10,000	10,000	648,390	668,390		10,595	11,723	651,757	674,075		5
	Propelling and other Machinery.	198	–	–	90,485 (*a*) 5,456	95,941	2,651	–	–	96,397	96,397	2,788	6
L. D. 14 June 1890. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	67,702 (*k*) 6,230	73,932		–	–	71,721 (*k*) 5,870	77,591		7
	Total		10,000	10,000	818,263	838,263	2,651	10,595	11,723	825,745	848,063	2,788	8
			10,000	*10,000*	*824,773*	*844,773*	*2,750*						
REVENGE	Hull, Fittings, and Equipment.		10,000	10,000	648,390	668,390		10,110	12,063	651,031	673,204		9
	Propelling and other Machinery.	198	–	–	90,485 (*a*) 5,456	95,941	2,650	–	–	96,323	96,323	2,728	10
L. D. 12 Feb. 1891.	Gun Mountings, Torpedo Tubes, &c.		–	–	67,702 (*k*) 6,230	73,932		–	–	72,007 (*k*) 5,859	77,866		11
	Total		10,000	10,000	818,263	838,263	2,650	10,110	12,063	825,220	847,393	2,728	12
			10,000	*10,000*	*824,773*	*844,773*	*2,749*						
ROYAL OAK	Hull, Fittings, and Equipment.		10,000	10,000	672,400	692,400		10,926	11,367	668,509	690,802		13
	Propelling and other Machinery.	198	–	–	95,955	95,955	2,650	–	–	96,635	96,635	2,950	14
L. D. 29 May 1890.	Gun Mountings, Torpedo Tubes, &c.		–	–	67,702 (*k*) 6,230	73,932		–	–	71,365 (*k*) 5,862	77,227		15
	Total		10,000	10,000	842,287	862,287	2,650	10,926	11,367	842,371	864,664	2,950	16
			10,000	*10,000*	*847,194*	*867,194*	*2,920*						
PROTECTED:													
Cruisers, 1st Class:													
ENDYMION	Hull, Fittings, and Equipment.		6,500	7,000	203,045	216,545		8,315	8,017	209,185	225,517		17
	Propelling and other Machinery.	200	–	–	94,113	94,113	1,754	–	–	94,532	94,532	2,174	18
L. D. 21 Nov. 1889. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	20,642 (*k*) 4,700	25,342		–	–	24,295 (*k*) 5,547	29,842		19
	Total		6,500	7,000	322,500	336,000	1,754	8,315	8,017	333,559	349,891	2,174	20
			6,500	*7,000*	*335,935*	*349,435*	*1,913*						
GIBRALTAR	Hull, Fittings, and Equipment.		6,500	9,000	190,100	205,600		9,113	9,823	201,946	220,882		21
	Propelling and other Machinery.	200	–	–	97,320	97,320	1,885	–	–	97,874	97,874	2,467	22
L. D. 2 Dec. 1889. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	20,642 (*k*) 4,700	25,342		–	–	23,799 (*k*) 5,437	29,236		23
	Total		6,500	9,000	312,762	328,262	1,885	9,113	9,823	329,056	347,992	2,467	24
			6,500	*9,000*	*329,343*	*344,843*	*2,094*						
GRAFTON	Hull, Fittings, and Equipment.		6,500	7,000	199,500	213,000		8,159	8,263	206,177	222,599		25
	Propelling and other Machinery.	200	–	–	94,550	94,550	1,754	–	–	96,789	96,789	2,276	26
L. D. 1 Jan. 1890. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	20,907 (*k*) 4,700	25,607		–	–	24,023 (*k*) 5,298	29,321		27
	Total		6,500	7,000	319,657	333,157	1,754	8,159	8,263	332,287	348,709	2,276	28
			6,500	*7,000*	*330,743*	*344,243*	*1,669*						

(*a*) Auxiliary Machinery not included in original Estimate.
(*i*) Due to Dockyard Work only. (*k*) Torpedo Tubes making in the Dockyards.
(*p*) Exclusive of the cost of Reserve Gun Mountings, Torpedo, and Steam Boats, and Inspection of Contract Work.
(*x*) For aggregate incidentals, including those due to Contract Work, *see* Appendix E., page 197.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	8,500	4,200	23,000	41,700		10,139	5,795	42,331	58,265			
2	–	–	16,175	16,175	2,032	–	–	16,736	16,736	2,338	M 17,221	A.—The excess over the original Estimate due to structural alterations and additions, the supply of spare hydraulic machinery, and the transferable gun-mountings having been more costly than was expected.
3	–	–	23,789 (k) 1,775	25,564		–	–	24,875 (k) 784	25,659			B.—Payments made to contractors in 1892-93 less than expected, leaving a larger balance to be paid in 1893-94.
4	8,500	4,200	70,739	83,439	2,032	10,139	5,795	84,726	100,660	2,338		
5	9,600	4,900	50,000	64,500		10,253	5,831	43,606	59,690			
6	–	–	15,384	15,384	2,366	–	–	14,220	14,220	2,360	L 6,058	A.—The explanation as to excess in total cost is the same as for "Ramillies."
7	–	–	23,663 (k) 2,910	26,573		–	–	24,851 (k) 1,636	26,489			B.—Payments for hull in 1892-93 more than expected, leaving less to be paid in 1893-94.
8	9,600	4,900	91,957	106,457	2,366	10,253	5,831	84,315	100,399	2,360		
9	1,000	500	75,000	76,500		9,776	6,192	75,516	91,484			
10	–	–	15,384	15,384	246	–	–	18,693	18,693	2,303	M 42,591	B.—The ship was delivered by the contractors earlier than was expected, thus enabling the work of completion to be advanced to a greater extent than was provided for.
11	–	–	3,805 (k) 4,305	8,110		–	–	28,528 (k) 3,880	32,408			
12	1,000	500	98,494	99,994	246	9,776	6,192	126,617	142,585	2,303		
13	9,500	5,000	54,000	68,500		10,488	5,643	71,424	87,555			
14	–	–	15,508	15,508	2,355	–	–	13,728	13,728	2,393	M 26,729	B.—Payments made to contractors in 1892-93 less than expected, leaving a larger balance to be paid in 1893-94.
15	–	–	15,198 (k) 4,290	19,488		–	–	24,823 (k) 4,119	28,942			
16	9,500	5,000	88,996	103,496	2,355	10,488	5,643	114,094	130,225	2,393		
17	4,150	2,900	1,500	8,550		7,963	3,983	13,833	25,779			
18	–	–	–	–	1,097	–	–	13,307	13,307	1,791	M 47,062	
19	–	–	(k) 1,430	1,430		–	–	16,886 (k) 1,070	17,956			
20	4,150	2,900	2,930	9,980	1,097	7,963	3,983	45,026	57,042	1,791		
21	4,850	4,400	1,500	10,750		8,749	5,634	23,310	37,693			A.—The excess over the original Estimate due to structural alterations and additions, the supply of an extra set of air-compressing machinery, and the transferable gun-mountings having been more costly than expected.
22	–	–	14,977	14,977	1,375	–	–	13,641	13,641	2,069	M 28,197	
23	–	–	15,135	15,135		–	–	17,634 (k) 91	17,725			B.—Payments made to contractors in 1892-93 less than expected, leaving a larger balance to be paid in 1893-94.
24	4,850	4,400	31,612	40,862	1,375	8,749	5,634	54,676	69,059	2,069		
25	6,100	4,400	1,500	12,000		7,560	4,144	10,623	22,327			
26	–	–	14,775	14,775	1,348	–	–	15,188	15,188	1,809	M 12,345	
27	–	–	17,724 (k) 1,430	19,224		–	–	20,959 (k) Cr. 130	20,829			
28	6,100	4,400	35,499	45,999	1,348	7,560	4,144	46,640	58,344	1,809		

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.	——	Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894. ESTIMATES—Original *and Revised.* *Vide* Column. * DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES. (*i*)	EXPENDITURE. DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES. *See* Note (*x*). (*i*)	
NEW PROGRAMME (CONTRACT-BUILT SHIPS)—*continued.*													
PROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Cruisers, 1st Class—*continued.*													
ST. GEORGE L. D. 23 April 1890.	Hull, Fittings, and Equipment.	200	6,500	9,000	225,150	240,650	1,886	5,141	8,139	229,702	242,982	1,594	1
	Propelling and other Machinery.		–	–	95,485	95,485		–	–	96,319	96,319		2
	Gun Mountings, Torpedo Tubes, &c.		–	–	20,642 (*k*) 4,700	25,342		–	–	23,571 (*k*) 5,302	28,873		3
	Total		6,500 *6,500*	9,000 *9,000*	345,977 *357,438*	361,477 *372,938*	1,886 *2,089*	5,141	8,139	354,894	368,174	1,594	4
THESEUS L. D. 16 July 1890.	Hull, Fittings, and Equipment.	200	6,500	7,000	201,000	214,500	1,756	6,702	7,006	206,736	220,444	1,906	5
	Propelling and other Machinery.		–	–	92,971	92,971		–	–	94,684	94,684		6
	Gun Mountings, Torpedo Tubes, &c.		–	–	20,641 (*k*) 4,700	25,341		–	–	24,259 (*k*) 5,293	29,552		7
	Total		6,500 *6,500*	7,000 *7,000*	319,312 *330,720*	332,812 *344,220*	1,756 *1,653*	6,702	7,006	330,972	344,680	1,906	8
Cruisers, 2nd Class:													
INDEFATIGABLE L. D. 6 September 1889. (Complete.)	Hull, Fittings, and Equipment.	–	3,250	5,750	93,114	102,114	1,108	3,268	4,857	95,086	103,211	960	9
	Propelling and other Machinery.		–	–	66,057	66,057		–	–	66,466	66,466		10
	Gun Mountings, Torpedo Tubes, &c.		–	–	7,361 (*k*) 1,400	8,761		–	–	7,826 (*k*) 1,300	9,126		11
	Total		3,250 *3,600*	5,750 *5,100*	167,932 *171,215*	176,932 *179,915*	1,108 *1,109*	3,268	4,857	170,678	178,803	960	12
INTREPID L. D. 6 September 1889. (Complete.)	Hull, Fittings, and Equipment.	202	3,250	5,750	93,113	102,113	1,108	3,240	5,138	95,087	103,465	940	13
	Propelling and other Machinery.		–	–	66,057	66,057		–	–	66,591	66,591		14
	Gun Mountings, Torpedo Tubes, &c.		–	–	7,361 (*k*) 1,400	8,761		–	–	7,724 (*k*) 1,278	9,002		15
	Total		3,250 *3,250*	5,750 *5,520*	167,931 *171,260*	176,931 *180,030*	1,108 *1,137*	3,240	5,138	170,680	179,058	940	16
IPHIGENIA L. D. 17 March 1890. (Complete.)	Hull, Fittings, and Equipment.	202	3,250	5,750	93,113	102,113	1,105	3,721	5,161	95,087	103,969	1,045	17
	Propelling and other Machinery.		–	–	66,057	66,057		–	–	66,588	66,588		18
	Gun Mountings, Torpedo Tubes, &c.		–	–	7,361 (*k*) 1,400	8,761		–	–	8,584 (*k*) 1,276	9,860		19
	Total		3,250 *3,580*	5,750 *5,420*	167,931 *171,450*	176,931 *180,450*	1,105 *1,230*	3,721	5,161	171,535	180,417	1,045	20
MELAMPUS L. D. 18 July 1889. (Complete.)	Hull, Fittings, and Equipment.	–	3,250	4,500	91,166	98,916	1,035	2,991	3,720	93,523	100,234	825	21
	Propelling and other Machinery.		–	–	61,338	61,338		–	–	61,590	61,590		22
	Gun Mountings, Torpedo Tubes, &c.		–	–	7,226 (*k*) 1,400	8,626		–	–	7,754 (*k*) 1,304	9,058		23
	Total		3,250 *2,800*	4,500 *3,600*	161,130 *164,437*	168,880 *170,837*	1,035 *798*	2,991	3,720	164,171	170,882	825	24
NAIAD L. D. 3 October 1889. (Complete.)	Hull, Fittings, and Equipment.	–	3,250	4,500	91,166	98,916	1,035	2,659	3,826	93,460	99,945	770	25
	Propelling and other Machinery.		–	–	61,339	61,339		–	–	61,672	61,672		26
	Gun Mountings, Torpedo Tubes, &c.		–	–	7,226 (*k*) 1,400	8,626		–	–	7,483 (*k*) 1,290	8,773		27
	Total		3,250 *2,800*	4,500 *3,600*	161,131 *164,238*	168,881 *170,638*	1,035 *807*	2,659	3,826	163,905	170,390	770	28

(*i*) Due to Dockyard work only.
(*k*) Torpedo Tubes making in the Dockyards.
(*p*) Exclusive of the cost of Reserve Gun Mountings, Torpedo and Steam Boats, and Inspection of Contract Work.
(*x*) For aggregate incidentals, including those due to Contract Work, *see* Appendix E., page 197.

CONSTRUCTION – *continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column. *					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893–94. M = More, or L = Less, than Estimates.	REMARKS. Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893–94.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	5,400	5,200	32,000	42,600		4,840	3,966	36,987	45,793			
2	–	–	14,715	14,715	1,559	–	–	13,686	13,686	1,214	M 5,384	B. *Gun Mountings.* — Total cost more than expected.
3	–	–	16,975	16,975		–	–	20,388 (k) Cr. 193	20,195			
4	5,400	5,200	63,690	74,290	1,559	4,840	3,966	70,868	79,674	1,214		
5	6,100	4,400	33,000	43,500		6,433	3,206	31,236	40,875			
6	–	–	14,350	14,350	1,348	–	–	14,344	14,344	1,515	M 1,798	
7	–	–	17,312 (k) 1,400	18,712		–	–	21,343 (k) 1,798	23,141			
8	6,100	4,400	66,062	76,562	1,348	6,433	3,206	68,721	78,360	1,515		
9	–	–	–	–		–	–	–	–			
10	–	–	–	–	–	–	–	–	–	–	M 18	A.—The excess of total cost over original Estimate due to structural alterations and additions, *vide* Dockyard Expense Accounts, 1892–93, page 51.
11	–	–	–	–		–	–	18	18			
12	–	–	–	–	–	–	–	18	18	–		
13	–	–	–	–		–	Cr. 22	–	Cr. 22			
14	–	–	–	–	–	–	–	–	–	Cr. 2	M 14	
15	–	–	–	–		–	–	36	36			
16	–	–	–	–	–	–	Cr. 22	36	14	Cr. 2		
17	–	–	–	–		355	136	–	491			
18	–	–	–	–	–	–	–	65	65	76	M 604	A.—The excess of total cost over original Estimate due to structural alterations and additions.
19	–	–	–	–		–	–	48	48			
20	–	–	–	–	–	355	136	113	604	76		
21	–	–	–	–		–	–	–	–			
22	–	–	–	–	–	–	–	–	–		M 5	A.—The excess of total cost over original Estimate due to structural alterations and additions, *vide* Dockyard Expense Accounts, 1892–93, page 51.
23	–	–	–	–		–	–	5	5			
24	–	–	–	–	–	–	–	5	5	–		
25	–	–	–	–		–	–	–	–			
26	–	–	–	–	–	–	–	–	–	–	M 5	
27	–	–	–	–		–	–	5	5			
28	–	–	–	–	–	–	–	5	5	–		

NEW CONSTRUCTION—*continued.*

SHIP. Date when laid down.	Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
		ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
		DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES. (*i*)	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES. *See* Note (*x*). (*i*)	
		Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total		
NEW PROGRAMME (CONTRACT-BUILT SHIPS)—*cont'd.*												
PROTECTED—*continued.*		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Cruisers, 2nd Class—*continued.*												
PIQUE — L. D. 30 Oct. 1889. (Complete.) — Hull, Fittings, and Equipment.	202	3,250	5,700	98,250	107,200	1,377	4,168	4,977	99,664	108,809	1,368	1
PIQUE — Propelling and other Machinery.		–	–	64,783	64,783		–	–	65,144	65,144		2
PIQUE — Gun Mountings, Torpedo Tubes, &c.		–	–	7,361 (*k*) 1,300	8,661		–	–	7,865 (*k*) 1,403	9,268		3
PIQUE — Total		3,250 *3,480*	5,700 *5,110*	171,694 *174,183*	180,644 *182,773*	1,377 *1,283*	4,168	4,977	174,676	183,221	1,368	4
RAINBOW — L. D. 30 Dec. 1889. (Complete.) — Hull, Fittings, and Equipment.	202	3,250	5,700	98,250	107,200	1,377	3,543	4,924	99,663	108,130	1,203	5
RAINBOW — Propelling and other Machinery.		–	–	64,783	64,783		–	–	65,187	65,187		6
RAINBOW — Gun Mountings, Torpedo Tubes, &c.		–	–	7,361 (*k*) 1,300	8,661		–	–	7,613 (*k*) 1,384	8,997		7
RAINBOW — Total		3,250 *3,630*	5,700 *4,810*	171,694 *173,783*	180,644 *182,223*	1,377 *1,286*	3,543	4,924	173,847	182,314	1,203	8
RETRIBUTION — L. D. 31 Jan. 1890. (Complete.) — Hull, Fittings, and Equipment.	202	3,250	5,700	98,250	107,200	1,385	3,710	5,325	99,662	108,697	1,282	9
RETRIBUTION — Propelling and other Machinery.		–	–	64,783	64,783		–	–	65,208	65,208		10
RETRIBUTION — Gun Mountings, Torpedo Tubes, &c.		–	–	7,361 (*k*) 1,300	8,661		–	–	7,630 (*k*) 1,406	9,036		11
RETRIBUTION — Total		3,250 *3,510*	5,700 *4,860*	171,694 *173,843*	180,644 *182,213*	1,385 *1,263*	3,710	5,325	173,906	182,941	1,282	12
SAPPHO — L. D. 29 Oct. 1889. (Complete.) — Hull, Fittings, and Equipment.	204	3,250	4,500	87,640	95,390	1,261	2,543	3,889	88,726	95,158	748	13
SAPPHO — Propelling and other Machinery.		–	–	66,139	66,139		-	–	67,109	67,109		14
SAPPHO — Gun Mountings, Torpedo Tubes, &c.		–	–	7,377 (*k*) 1,300	8,677		–	–	7,795 (*k*) 1,374	9,169		15
SAPPHO — Total		3,250 *2,490*	4,500 *3,940*	162,456 *164,965*	170,206 *171,395*	1,261 *689*	2,543	3,889	165,004	171,436	748	16
SCYLLA — L. D. 29 Oct. 1889. (Complete.) — Hull, Fittings, and Equipment.	204	3,250	4,500	87,640	95,390	1,262	2,507	3,789	88,726	95,022	737	17
SCYLLA — Propelling and other Machinery.		–	–	66,139	66,139		–	–	67,166	67,166		18
SCYLLA — Gun Mountings, Torpedo Tubes, &c.		–	–	7,377 (*k*) 1,300	8,677		–	–	7,538 (*k*) 1,372	8,910		19
SCYLLA — Total		3,250 *2,480*	4,500 *3,930*	162,456 *164,627*	170,206 *171,037*	1,262 *688*	2,507	3,789	164,802	171,098	737	20
SIRIUS — L. D. 7 Oct. 1889. (Complete.) — Hull, Fittings, and Equipment.	–	3,250	5,700	99,000	107,950	950	4,209	4,975	100,941	110,125	1,357	21
SIRIUS — Propelling and other Machinery.		–	–	66,162	66,162		–	–	66,728	66,728		22
SIRIUS — Gun Mountings, Torpedo Tubes, &c.		–	–	7,227 (*k*) 1,300	8,527		–	–	7,703 (*k*) 1,384	9,087		23
SIRIUS — Total		3,250 *3,600*	5,700 *5,000*	173,389 *176,767*	182,639 *185,367*	950 *1,282*	4,209	4,975	176,756	185,940	1,357	24
SPARTAN — L. D. 16 Dec. 1889. (Complete.) — Hull, Fittings, and Equipment.	204	3,250	5,700	99,000	107,950	950	3,361	4,869	100,937	109,167	1,100	25
SPARTAN — Propelling and other Machinery.		–	–	66,162	66,162		–	–	66,792	66,792		26
SPARTAN — Gun Mountings, Torpedo Tubes, &c.		–	–	7,227 (*k*) 1,300	8,527		–	–	7,476 (*k*) 1,372	8,848		27
SPARTAN — Total		3,250 *3,400*	5,700 *4,850*	173,389 *176,604*	182,639 *184,854*	950 *1,163*	3,361	4,869	176,577	184,807	1,100	28

(*i*) Due to Dockyard work only.
(*k*) Torpedo Tubes making in the Dockyards.
(*p*) Exclusive of the cost of Reserve Gun Mountings, Torpedo and Steam Boats, and Inspection of Contract Work.
(*x*) For aggregate incidentals, including those due to Contract Work, *see* Appendix E., page 197.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences. A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		117	2	–	119			
2	–	–	–	–	–	–	–	–	–	25	M. 134	
3	–	–	–	–		–	–	14 (k) 1	15			
4	–	–	–	–	–	117	2	15	134	25		A.—The excess of total cost over original Estimate due to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 53.
5	–	–	–	–		77	3	–	80			
6	–	–	–	–	–	–	–	–	–	16	M. 119	
7	–	–	–	–		–	–	39	39			
8	–	–	–	–	–	77	3	39	119	16		
9	–	–	–	–		726	882	–	1,608			
10	–	–	–	–	–	–	–	64	64	245	M. 1,701	A.—The excess of total cost over original Estimate due to structural alterations and additions.
11	–	–	–	–		–	–	26 (k) 3	29			B.—It was anticipated that the ship would have been completed in 1892-93, but the work was delayed on account of the machinery.
12	–	–	–	–	–	726	882	93	1,701	245		
13	–	–	–	–		79	–	300	379			
14	–	–	–	–	–	–	–	20	20	16	M. 523	A.—The excess of total cost over original Estimate due to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 53.
15	–	–	–	–		–	–	105 (k) 19	124			
16	–	–	–	–	–	79	–	444	523	16		
17	–	–	–	–		186	27	4,621	4,834			
18	–	–	–	–	–	–	–	4,344	4,344	39	M. 9,226	A.—The excess of total cost over original Fstimate due to structural alterations and additions
19	–	–	–	–		–	–	29 (k) 19	48			B.—Balance upon hull and machinery not paid to the contractors in 1892-93, as was anticipated.
20	–	–	–	–	–	186	27	9,013	9,226	39		
21	–	–	–	–		5	–	–	5			
22	–	–	–	–	–	–	–	–	–	1	M. 5	
23	–	–	–	–		–	–	–	–			
24	–	–	–	–	–	5	–	–	5	1		A.—The excess of total cost over original Estimate due to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892-93, page 55.
25	–	–	–	–		7	–	–	7			
26	–	–	–	–	–	–	–	–	–	1	M. 21	
27	–	–	–	–		–	–	14	14			
28	–	–	–	–	–	7	–	14	21	1		

NEW CONSTRUCTION—*continued.*

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94.	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894. ESTIMATES—Original *and Revised.* *Vide* Column. *					EXPENDITURE.					
			DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES. (*i*)	DIRECT CHARGES. (*p*)				INCIDENTAL CHARGES. *See* Note (*x*). (*i*)	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
NEW PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*													
PROTECTED—*continued.*													
Cruisers, 2nd Class—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
	Hull, Fittings, and Equipment.		3,250	4,500	89,000	96,750		3,726	4,094	90,128	97,948		1
SYBILLE	Propelling and other Machinery.	204	–	–	66,387	66,387	1,271	–	–	63,733	63,733	1,143	2
L. D. 11 Oct. 1889.	Gun Mountings, Torpedo Tubes, &c.		–	–	7,287 (*k*) 1,300	8,587		–	–	7,507 (*k*) 1,372	8,879		3
	Total		3,250 *3,400*	4,500 *3,920*	163,974 *167,067*	171,724 *174,387*	1,271 *1,111*	3,726	4,094	162,740	170,560	1,143	4
	Hull, Fittings, and Equipment.		3,250	4,500	87,350	95,100		2,334	3,653	89,910	95,897		5
TERPSICHORE	Propelling and other Machinery.	–	–	–	66,472	66,472	893	–	–	66,790	66,790	606	6
L. D. 27 Aug. 1889. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	7,657 (*k*) 1,300	8,957		–	–	8,490 (*k*) 1,320	9,810		7
	Total		3,250 *2,600*	4,500 *3,600*	162,779 *166,457*	170,529 *172,657*	893 *684*	2,334	3,653	166,510	172,497	606	8
	Hull, Fittings, and Equipment.		3,250	4,500	87,350	95,100		2,146	3,800	89,454	95,400		9
THETIS	Propelling and other Machinery.	–	–	–	66,472	66,472	888	–	–	66,790	66,790	583	10
L. D. 29 Oct. 1889. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	7,657 (*k*) 1,300	8,957		–	–	8,193 (*k*) 1,320	9,513		11
	Total		3,250 *2,600*	4,500 *3,600*	162,779 *166,272*	170,529 *172,472*	888 *674*	2,146	3,800	165,757	171,703	583	12
	Hull, Fittings and Equipment.		3,250	4,500	87,350	95,100		2,071	3,763	89,453	95,287		13
TRIBUNE	Propelling and other Machinery.	–	–	–	66,472	66,472	881	–	–	66,739	66,739	570	14
L. D. 11 Dec. 1889. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	7,657 (*k*) 1,300	8,957		–	–	8,132 (*k*) 1,324	9,456		15
	Total		3,250 *2,600*	4,500 *3,600*	162,779 *166,124*	170,529 *172,324*	881 *682*	2,071	3,763	165,648	171,482	570	16
UNPROTECTED:													
Gun Boats, 1st Class:													
	Hull, Fittings, and Equipment.		1,000	1,500	23,459	25,959		797	1,057	23,847	25,701		17
JASEUR	Propelling and other Machinery.	206	–	–	17,898	17,898	463	–	–	17,758	17,758	323	18
L. D. 14 Sept. 1891. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	3,025 (*k*) 2,400	5,425		–	–	3,019 (*k*) 1,707	4,726		19
	Total		1,000 *1,000*	1,500 *1,500*	46,782 *46,334*	49,282 *48,834*	463 *480*	797	1,057	46,331	48,185	323	20
	Hull, Fittings, and Equipment.		1,000	1,500	23,459	25,959		844	979	23,878	25,701		21
JASON	Propelling and other Machinery.	206	–	–	17,898	17,898	463	–	–	17,758	17,758	323	22
L. D. 7 Sept. 1891. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	3,025 (*k*) 2,400	5,425		–	–	2,947 (*k*) 1,725	4,672		23
	Total		1,000 *1,000*	1,500 *1,500*	46,782 *46,294*	49,282 *48,794*	463 *481*	844	979	46,308	48,131	323	24
	Hull, Fittings, and Equipment.		1,000	1,500	23,459	25,959		659	948	23,848	25,455		25
NIGER	Propelling and other Machinery.	206	–	–	17,898	17,898	463	–	–	17,756	17,756	274	26
L. D. 19 Sept. 1891. (Complete.)	Gun Mountings, Torpedo Tubes, &c.		–	–	3,025 (*k*) 2,400	5,425		–	–	2,876 (*k*) 1,758	4,634		27
	Total		1,000 *1,000*	1,500 *1,500*	46,782 *46,374*	49,282 *48,874*	463 *492*	659	948	46,238	47,845	274	28

(*i*) Due to Dockyard Work only. (*k*) Torpedo Tubes making in the Dockyards.
(*p*) Exclusive of the cost of Reserve Gun Mountings, Torpedo and Steamboats, and Inspection of Contract Work.
(*x*) For aggregate incidentals, including those due to Contract Work, *see* Appendix E., page 197.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column. *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*i*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*i*)	DIRECT CHARGES, 1893–94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: **A.** Between Total Estimates (Original) and Expenditure. **B.** Between Estimates and Expenditure during 1893–94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		1,350	938	44	2,332			
2	–	–	–	–	–	–	–	24	24	382	M. 2,370	B.—It was anticipated that the Ship would have been complete in 1892-93, but the work was delayed on account of machinery.
3	–	–	–	–		–	–	14	14			
4	–	–	–	–	–	1,350	938	82	2,370	382		
5	–	–	–	–		2	–	–	2			
6	–	–	–	–	–	–	–	–	–	–	M. 2	
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	2	–	–	2	–		
9	–	–	–	–		1	–	–	1			
10	–	–	–	–	–	–	–	–	–	–	M. 1	A.—The excess of total cost over original Estimate due to structural alterations and additions. *Vide* Dockyard Expense Accounts, 1892–93, page 55.
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	1	–	–	1	–		
13	–	–	–	–		1	–	–	1			
14	–	–	–	–	–	–	–	–	–	–	M. 15	
15	–	–	–	–		–	–	14	14			
16	–	–	–	–	–	1	–	14	15	–		
17	500	700	–	1,200		614	532	1,213	2,359			
18	–	–	3,281	3,281	242	–	–	2,985	2,985	217	M. 873	
19	–	–	1,955 (*k*) 230	2,185		–	–	2,035 (*k*) 160	2,195			
20	500	700	5,466	6,666	242	614	532	6,393	7,539	217		
21	–	–	–	–		285	258	100	643			A.—The cost of manufacturing torpedo tubes and of completing these ships after delivery from contractors was less than expected. B.—"Jason" gun mountings not issued during 1892–93 as was expected and provided for.
22	–	–	–	–	–	–	–	395	395	102	M. 2,610	
23	–	–	237	237		–	–	1,725 (*k*) 104	1,829			
24	–	–	237	237	–	285	258	2,324	2,867	102		
25	900	1,100	1,200	3,200		597	505	4,058	5,160			
26	–	–	5,421	5,421	411	–	–	2,983	2,983	208	L. 929	
27	–	–	1,542 (*k*) 630	2,172		–	–	1,553 (*k*) 168	1,721			
28	900	1,100	8,793	10,793	411	597	505	8,762	9,864	208		

NEW CONSTRUCTION—*continued.*

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column. * DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES. (*i*)	EXPENDITURE. DIRECT CHARGES. (*p*) Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES. *See* Note (*x*). (*i*)	
NEW PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*													
UNPROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Gun Boats, 1st Class—*continued.*													
ONYX	Hull, Fittings, and Equipment.		1,000	1,500	23,465	25,965		913	1,085	23,735	25,733		1
L.D. 8 Oct. 1891. (Complete.)	Propelling and other Machinery.	206	–	–	23,753	23,753	463	–	–	23,559	23,559	342	2
	Gun Mountings, Torpedo Tubes, &c.		–	–	3,024 (*k*) 2,400	5,424		–	–	2,940 (*k*) 1,716	4,656		3
	Total		1,000 *1,000*	1,500 *1,500*	52,642 *52,197*	55,142 *54,697*	463 *490*	913	1,085	51,950	53,948	342	4
RENARD	Hull, Fittings, and Equipment.		1,000	1,500	23,465	25,965		905	1,084	23,735	25,724		5
L.D. 26 Oct. 1891. (Complete.)	Propelling and other Machinery.	206	–	–	23,753	23,753	462	–	–	23,556	23,556	340	6
	Gun Mountings, Torpedo Tubes, &c.		–	–	3,024 (*k*) 2,400	5,424		–	–	2,920 (*k*) 1,691	4,611		7
	Total		1,000 *1,000*	1,500 *1,500*	52,642 *52,197*	55,142 *54,697*	462 *494*	905	1,084	51,902	53,891	340	8
SPEEDY	Hull, Fittings, and Equipment.		1,000	1,500	23,700	26,200		951	1,066	24,117	26,134		9
L.D. 4 Jan. 1892. (Complete.)	Propelling and other Machinery.	208	–	–	28,351	28,351	462	–	–	28,376	28,376	360	10
	Gun Mountings, Torpedo Tubes, &c.		–	–	3,024 (*k*) 2,400	5,424		–	–	2,887 (*k*) 1,685	4,572		11
	Total		1,000 *1,000*	1,500 *1,500*	57,475 *57,268*	59,975 *59,768*	462 *497*	951	1,066	57,065	59,082	360	12
STEAM BOATS	Hull, Fittings, and Equipment.		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	13
	Propelling and other Machinery.	208	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	14
	Gun Mountings, Torpedo Tubes, &c.		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	15
	Total		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	16
	Add,—												
	Salaries of Officers, &c., inspecting Ships Building under Section 1 (3) (*a*) of the Naval Defence Act												17
	Adjustment on account of Advances, &c., on Transferable Gun Mountings, including Reserve Gun Mountings												18
TOTAL	Surveying, Equipping, and completing in Dockyards												19
	Under Section 1 (3) (*a*) of the Naval Defence Act, 1889												20
TOTAL under the Naval Defence Act	Under Sections 1 (3) (*b*) and 3 (1)												21
	Under Section 1 (3) (*a*)												22

(*i*) Due to Dockyard Work only
(*k*) Torpedo Tubes making in the Dockyards.
(*p*) Exclusive of the cost of Reserve Gun Mountings, Torpedo and Steam Boats, and Inspection of Contract Work.
(*x*) For aggregate incidentals, including those due to Contract Work, *see* Appendix E., page 197.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893–94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column. *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)	DIRECT CHARGES.				INCIDENTAL CHARGES. (i)	DIRECT CHARGES, 1893–94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893–94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	780	1,000	–	1,780		861	610	3,517	4,988			
2	–	–	–	–	363	–	–	3,359	3,359	287	M 6,679	A.—The cost of manufacturing torpedo tubes, and of completing the ship after delivery from contractors was less than expected. B.—Balance upon hull and machinery not paid in 1892–93 as was expected when the Estimates for 1893–94 were prepared.
3	–	–	1,913 (*k*) 310	2,223		–	–	2,163 (*k*) 172	2,335			
4	780	1,000	2,223	4,003	363	861	610	9,211	10,682	287		
5	900	1,300	2,000	4,200		853	592	3,517	4,962			
6	–	–	3,759	3,759	441	–	–	3,356	3,356	283	M 265	A.—The cost of manufacturing torpedo tubes, and of completing the ship after delivery from contractors was less than expected.
7	–	–	1,914 (*k*) 540	2,454		–	–	2,185 (*k*) 175	2,360			
8	900	1,300	8,213	10,413	441	853	592	9,233	10,678	283		
9	980	1,450	3,000	5,430		884	663	11,097	12,644			
10	–	–	9,617	9,617	485	–	–	7,751	7,751	299	M 4,804	B.—Payments made to the contractors in 1892–93 less than expected, leaving a larger balance to be paid in 1893–94.
11	–	–	1,883 (*k*) 740	2,623		–	–	1,905 (*k*) 174	2,079			
12	980	1,450	15,240	17,670	485	884	663	20,927	22,474	299		
13	–	–	10,800	10,800		1,679	1,752	7,419	10,850			
14	–	–	16,515	16,515	628	–	–	12,216	12,216	1,086	L 4,249	B.—Boats re-appropriated between replacements and New Programme. *Vide* Navy Appropriation Account, 1893–94, page 69.
15	–	–	–	–		–	–	–	–			
16	–	–	27,315	27,315	628	1,679	1,752	19,635	23,066	1,086		
17	–	–	5,453	5,453	–	–	–	7,208	7,208	–	M 1,755	
18	–	–	*Cr.* 57,249	*Cr.* 57,249	–	–	–	*Cr.* 107,998	*Cr.* 107,998	–	L 50,749	
19	59,260	41,450	27,315	128,025	16,346	84,880	51,272	19,635	155,787	21,073	M 27,762	
20	–	–	538,355	538,355	–	–	–	661,704	661,704	–	M 123,349	
21	697,250	300,350	383,972	1,381,572	180,340	700,554	305,654	397,669	1,403,877	178,525	M 22,305	
22	–	–	538,355	538,355	–	–	–	661,704	661,704	–	M 123,349	

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893–94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
FURTHER PROGRAMME (DOCKYARD-BUILT SHIPS):													
ARMOURED:			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Battle Ships, 1st Class:													
HANNIBAL L. D. 1 May 1894.	Hull, Fittings, and Equipment.	–	–	–	Details not published		–	798	12,358	–	13,156	1,230	1
	Propelling and other Machinery.							–	–	–	–		2
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
	Total		–	–	–	–	–	798	12,358	–	13,156	1,230	4
MAGNIFICENT L. D. 18 Dec. 1893.	Hull, Fittings, and Equipment.	210	–	–	Details not published		–	10,565	30,608	–	41,173	4,947	5
	Propelling and other Machinery.							–	–	8,800	8,800		6
	Gun Mountings, Torpedo Tubes, &c.							115	595	5,834	6,544		7
	Total		–	–	–	–	–	10,680	31,203	14,634	56,517	4,947	8
MAJESTIC L. D. 5 Feb. 1894.	Hull, Fittings, and Equipment.	210	–	–	Details not published		–	8,900	34,438	–	43,338	4,890	9
	Propelling and other Machinery.							–	–	1,800	1,800		10
	Gun Mountings, Torpedo Tubes, &c.							274	1,198	7,249	8,721		11
	Total		–	–	–	–	–	9,174	35,636	9,049	53,859	4,890	12
PRINCE GEORGE L. D. 10 Sept. 1894.	Hull, Fittings, and Equipment.	–	–	–	Details not published		–	834	9,215	–	10,049	908	13
	Propelling and other Machinery.							–	–	–	–		14
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		15
	Total		–	–	–	–	–	834	9,215	–	10,049	908	16
RENOWN L. D. 1 Feb. 1893.	Hull, Fittings, and Equipment.	210	–	–	Details not published		–	39,470	104,609	–	144,079	11,961	17
	Propelling and other Machinery.							–	–	25,655	25,655		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	14,692	14,692		19
	Total		–	–	–	–	–	39,470	104,609	40,347	184,426	11,961	20
VICTORIOUS L. D. 28 May 1894.	Hull, Fittings, and Equipment.	–	–	–	Details not published		–	508	9,496	–	10,004	825	21
	Propelling and other Machinery.							–	–	–	–		22
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		23
	Total		–	–	–	–	–	508	9,496	–	10,004	825	24
PROTECTED:													
Cruisers, 2nd Class:													
ECLIPSE L. D. 11 Dec. 1893.	Hull, Fittings, and Equipment.	212	–	–	Details not published		–	14,333	28,638	–	42,971	6,604	25
	Propelling and other Machinery.							4,204	10,336	1,216	15,756		26
	Gun Mountings, Torpedo Tubes, &c.							163 (d) 1	796 –	830	1,790		27
	Total		–	–	–	–	–	18,701	39,770	2,046	60,517	6,604	28

(d) Dockyard work upon Air-compressing Machinery.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		798	12,358	–	13,156			
2	–	–	–	–	–	–	–	–	–	1,230	M 13,156	B.—Purchase of materials authorised by Treasury Letter dated 29th March 1894.
3	–	–	–	–		–	–	–	–			
4	–	–	–	–	–	798	12,358	–	13,156	1,230		
5	39,750	97,000	–	136,750		10,563	30,608	–	41,171			
6	–	–	21,000	21,000	14,759	–	–	8,800	8,800	4,947	L 108,235	
7	–	–	7,000	7,000		115	595	5,834	6,544			B.—It was not found possible to lay down these ships sufficiently early to enable the amounts quoted in the Estimates to be expended.
8	39,750	97,000	28,000	164,750	14,759	10,678	31,203	14,634	56,515	4,947		
9	16,000	41,000	–	57,000		8,899	34,438	–	43,337			
10	–	–	11,500	11,500	7,412	–	–	1,800	1,800	4,890	L 20,642	
11	–	–	6,000	6,000		274	1,198	7,249	8,721			
12	16,000	41,000	17,500	74,500	7,412	9,173	35,636	9,049	53,858	4,890		
13	–	–	–	–		834	9,215	–	10,049			
14	–	–	–	–	–	–	–	–	–	908	M 10,049	B.—Purchase of materials authorised by Treasury Letter dated 29th March 1894.
15	–	–	–	–		–	–	–	–			
16	–	–	–	–	–	834	9,215	–	10,049	908		
17	35,320	96,750	–	132,070		35,476	96,076	–	131,552			
18	–	–	36,000	36,000	13,361	–	–	25,655	25,655	10,505	L 13,171	B.—Order for machinery not placed so early in the year as anticipated when Estimates were prepared. *Vide* Navy Appropriation Account, page 67.
19	–	–	17,000	17,000		–	–	14,692	14,692			
20	35,320	96,750	53,000	185,070	13,361	35,476	96,076	40,347	171,899	10,505		
21	–	–	–	–		508	9,496	–	10,004			
22	–	–	–	–	–	–	–	–	–	825	M 10,004	B.—Purchase of materials authorised by Treasury Letter dated 29th March 1894.
23	–	–	–	–		–	–	–	–			
24	–	–	–	–	–	508	9,496	–	10,004	825		
25	2,400	5,000	–	7,400		14,333	28,633	–	42,971			
26	3,000	3,000	480	6,480	1,854	4,204	10,336	1,216	15,756	6,604	M 45,637	B.—It was considered desirable to push this ship forward.
27	–	–	1,000	1,000		163 (d) 1	796 –	830	1,790			
28	5,400	8,000	1,480	14,880	1,854	18,701	39,770	2,046	60,517	6,604		

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94.	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			Estimates—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
		*	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
FURTHER PROGRAMME (DOCKYARD-BUILT SHIPS)—*continued.*													
PROTECTED—*continued.*													
Cruisers, 2nd Class—*continued.*													
MINERVA - - - - L. D. 4 Dec. 1893.	Hull, Fittings, and Equipment.	212	-	-	Details not published		- - -	10,380	21,909	-	32,289	4,919	1
	Propelling and other Machinery.							4,021	6,299	-	10,320		2
	Gun Mountings, Torpedo Tubes, &c.							115 (*d*) 1	596	-	712		3
	Total - - -		-	-	-	-	-	14,517	28,804	-	43,321	4,919	4
TALBOT - - - - L. D. 5 March 1894.	Hull, Fittings, and Equipment.	210	-	-	Details not published		- -	3,111	11,819	-	14,930	4,246	5
	Propelling and other Machinery.							4,259	13,445	480	18,184		6
	Gun Mountings, Torpedo Tubes, &c.							182	59	-	241		7
	Total - - -		-	-	-	-	-	7,552	25,323	480	33,355	4,246	8
UNPROTECTED:													
Sloops:													
ALERT - - - - L. D. 8 Dec. 1893.	Hull, Fittings, and Equipment.	212	-	-	Details not published		- -	3,511	6,846	-	10,357	2,275	9
	Propelling and other Machinery.							1,445	1,794	320	3,559		10
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-		11
	Total - - -		-	-	-	-	-	4,956	8,640	320	13,916	2,275	12
TORCH - - - - L. D. 8 Dec. 1893.	Hull, Fittings, and Equipment.	212	-	-	Details not published		- -	3,533	7,160	-	10,693	2,321	13
	Propelling and other Machinery.							1,360	1,981	320	3,661		14
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-		15
	Total - - -		-	-	-	-	-	4,893	9,141	320	14,354	2,321	16
SUNDRY SERVICES -	Propelling and other Machinery.	212	-	-	-	-	-	-	-	-	-	-	17
TOTAL - - -	Dockyard Work - - - -

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences. A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	8,000	10,000	–	18,000		10,380	21,909	–	32,289			
2	1,000	5,000	480	6,480	2,688	4,021	6,299	–	10,320	4,919	M. 17,841	
3	–	–	1,000	1,000		115 (*d*) 1	596	–	712			
4	9,000	15,000	1,480	25,480	2,688	14,517	28,804	–	43,321	4,919		
5	1,000	6,300	–	7,300		3,111	11,819	–	14,930			
6	5,000	8,000	480	13,480	3,001	4,246	13,445	480	18,171	4,243	M. 11,562	
7	–	–	1,000	1,000		182	59	–	241			
8	6,000	14,300	1,480	21,780	3,001	7,539	25,323	480	33,342	4,243		B.—It was considered desirable to push these ships forward.
9	3,500	5,500	–	9,000		3,511	6,846	–	10,357			
10	500	500	100	1,100	2,010	1,445	1,794	320	3,559	2,275	M. 3,316	
11	–	–	500	500		–	–	–	–			
12	4,000	6,000	600	10,600	2,010	4,956	8,640	320	13,916	2,275		
13	4,500	5,500	–	10,000		3,533	7,160	–	10,693			
14	500	500	100	1,100	2,282	1,360	1,981	320	3,661	2,321	M. 2,754	
15	–	–	500	500		–	–	–	–			
16	5,000	6,000	600	11,600	2,282	4,893	9,141	320	14,354	2,321		
17	–	–	780	780	18	– –	Included in the foregoing		– –		L. 780	
18	120,470	284,050	–			108,073	305,662	–				
19	–	–	66,500			–	–	36,255				
20	–	–	4,420			–	–	–				
21	–	–	–	509,440	47,385	–	–	2,336	480,931	43,667	L. 28,509	
22	–	–	34,000			–	–	27,775				
23	–	–	–			–	–	830				
24	120,470	284,050	104,920	509,440	47,385	108,073	305,662	67,196	480,931	43,667	L. 28,509	

NEW CONSTRUCTION—*continued.*

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS):													
ARMOURED:			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Battle Ships, 1st Class:													
JUPITER L. D. 26 April 1894.	Hull, Fittings, and Equipment.	–	Details not published					131	–	–	131	25	1
	Propelling and other Machinery.							–	–	–	–		2
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
	Total		–	–	–	–	–	131	–	–	131	25	4
MARS L. D. 2 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					126	–	–	126	23	5
	Propelling and other Machinery.							–	–	–	–		6
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
	Total		–	–	–	–	–	126	–	–	126	23	8
PROTECTED:													
Cruisers, 1st Class:													
POWERFUL L. D. 10 March 1894.	Hull, Fittings, and Equipment.	214	Details not published					95	1	4,185	4,281	230	9
	Propelling and other Machinery.							–	–	2,582	2,582		10
	Gun Mountings, Torpedo Tubes, &c.							–	–	16	16		11
	Total		–	–	–	–	–	95	1	6,783	6,879	230	12
TERRIBLE L. D. 21 Feb. 1894.	Hull, Fittings, and Equipment.	214	Details not published					60	–	8,900	8,960	370	13
	Propelling and other Machinery.							–	–	2,582	2,582		14
	Gun Mountings, Torpedo Tubes, &c.							–	–	16	16		15
	Total		–	–	–	–	–	60	–	11,498	11,558	370	16
Cruisers, 2nd Class:													
DIANA L. D. 13 Aug. 1894.	Hull, Fittings, and Equipment.	–	Details not published					3	–	–	3	1	17
	Propelling and other Machinery.							–	–	–	–		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total		–	–	–	–	–	3	–	–	3	1	20
DIDO L. D. 30 Aug. 1894.	Hull, Fittings, and Equipment.	–	Details not published					3	–	–	3	1	21
	Propelling and other Machinery.							–	–	–	–		22
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		23
	Total		–	–	–	–	–	3	–	–	3	1	24
DORIS L. D. 29 Aug. 1894.	Hull, Fittings, and Equipment.	–	Details not published					3	–	–	3	1	25
	Propelling and other Machinery.							–	–	–	–		26
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		27
	Total		–	–	–	–	–	3	–	–	3	1	28

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893–94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893–94. M=MORE, or L=LESS, than Estimates.	Explanation of Differences. A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893–94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		131	–	–	131			
2	–	–	–	–	–	–	–	–	–	25	M 131	
3	–	–	–	–		–	–	–	–			
4	–	–	–	–	–	131	–	–	131	25		
5	–	–	–	–		126	–	–	126			
6	–	–	–	–	–	–	–	–	–	23	M 126	
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	126	–	–	126	23		
9	–	–	42,500	42,500		95	1	4,185	4,281			
10	–	–	13,750	13,750	1,294	–	–	2,582	2,582	230	L 49,371	
11	–	–	–	–		–	–	16	16			
12	–	–	56,250	56,250	1,294	95	1	6,783	6,879	230		B. *Hull.*—Work not commenced so soon as anticipated. *Machinery.*—Order for machinery not placed so early in the year as anticipated when Estimates were prepared. *Vide* Navy Appropriation Account, 1893–94, page 69.
13	–	–	42,500	42,500		60	–	8,900	8,960			
14	–	–	13,750	13,750	1,294	–	–	2,582	2,582	370	L 44,692	
15	–	–	–	–		–	–	16	16			
16	–	–	56,250	56,250	1,294	60	–	11,498	11,558	370		
17	–	–	–	–		3	–	–	3			
18	–	–	–	–	–	–	–	–	–	1	M 3	
19	–	–	–	–		–	–	–	–			
20	–	–	–	–	–	3	–	–	3	1		
21	–	–	–	–		3	–	–	3			
22	–	–	–	–	–	–	–	–	–	1	M 3	
23	–	–	–	–		–	–	–	–			
24	–	–	–	–	–	3	–	–	3	1		
25	–	–	–	–		3	–	–	3			
26	–	–	–	–	–	–	–	–	–	1	M 3	
27	–	–	–	–		–	–	–	–			
28	–	–	–	–	–	3	–	–	3	1		

NEW CONSTRUCTION—*continued.*

NEW

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP. Date when laid down.	Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
		DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
		Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*												
PROTECTED—*continued.*												
Cruisers, 2nd Class—*continued.*		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
ISIS — Hull, Fittings, and Equipment.							3	–	–	3		1
ISIS — Propelling and other Machinery.	–	Details not published					–	–	–	–	1	2
ISIS — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
ISIS — Total		–	–	–	–	–	3	–	–	3	1	4
JUNO — Hull, Fittings, and Equipment.							4	–	–	4		5
JUNO — Propelling and other Machinery.	–	Details not published					–	–	–	–	1	6
JUNO — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
JUNO — Total		–	–	–	–	–	4	–	–	4	1	8
L. D. 22 June 1894.												
VENUS — Hull, Fittings, and Equipment.							3	–	–	3		9
VENUS — Propelling and other Machinery.	–	Details not published					–	–	–	–	1	10
VENUS — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		11
VENUS — Total		–	–	–	–	–	3	–	–	3	1	12
L. D. 28 June 1894.												
UNPROTECTED:												
Torpedo Boat Destroyers: (*a*)												
ARDENT — Hull, Fittings, and Equipment.							4	9	1,540	1,553		13
ARDENT — Propelling and other Machinery.	218	Details not published					–	–	4,950	4,950	205	14
ARDENT — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		15
ARDENT — Total		–	–	–	–	–	4	9	6,490	6,503	205	16
L. D. Dec. 1893.												
BANSHEE — Hull, Fittings, and Equipment.							4	9	–	13		17
BANSHEE — Propelling and other Machinery.	–	Details not published					–	–	–	–	2	18
BANSHEE — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
BANSHEE — Total		–	–	–	–	–	4	9	–	13	2	20
L. D March 1894.												
BOXER — Hull, Fittings, and Equipment.							4	9	1,540	1,553		21
BOXER — Propelling and other Machinery.	218	Details not published					–	–	3,630	3,630	162	22
BOXER — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		23
BOXER — Total		–	–	–	–	–	4	9	5,170	5,183	162	24
L. D. Feb. 1894.												
BRUISER — Hull, Fittings, and Equipment.							4	9	–	13		25
BRUISER — Propelling and other Machinery.	216	Details not published					–	–	3,630	3,630	115	26
BRUISER — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		27
BRUISER — Total		–	–	–	–	–	4	9	3,630	3,643	115	28
L. D. April 1894.												

(*a*) Provision was taken in the Programme for advancing 20 of these vessels, but by Treasury letter of 13th January 1894 the commencement of 12 additional was sanctioned, as well as the acceptance of tenders for 10 others.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		3	–	–	3			
2	–	–	–	–	–	–	–	–	–	1	M 3	
3	–	–	–	–		–	–	–	–			
4	–	–	–	–	–	3	–	–	3	1		
5	–	–	–	–		4	–	–	4			
6	–	–	–	–	–	–	–	–	–	1	M 4	
7	–	–	–	–		–	–	–	–			
8	–	–	–	–		4	–	–	4	1		
9	–	–	–	–		3	–	–	3			
10	–	–	–	–	–	–	–	–	–	1	M 3	
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	3	–	–	3	1		
13	–	–	1,530	1,530		4	9	1,540	1,553			
14	–	–	2,145	2,145	88	–	–	4,950	4,950	205	M 2,672	B.—*Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893–94, page 69.
15	–	–	156	156		–	–	–	–			
16	–	–	3,831	3,831	88	4	9	6,490	6,503	205		
17	–	–	–	–		4	9	–	13			
18	–	–	–	–	–	–	–	–	–	2	M 13	
19	–	–	–	–		–	–	–	–			
20	–	–	–	–	–	4	9	–	13	2		
21	–	–	1,530	1,530		4	9	1,540	1,553			
22	–	–	2,145	2,145	88	–	–	3,630	3,630	162	M 1,362	B.—*Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893–94, page 69.
23	–	–	156	156		–	–	–	–			
24	–	–	3,831	3,831	88	4	9	5,170	5,183	162		
25	–	–	1,530	1,530		4	9	–	13			
26	–	–	2,145	2,145	88	–	–	3,630	3,630	115	L 188	B.—*Hull.*—Progress less than anticipated. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
27	–	–	156	156		–	–	–	–			
28	–	–	3,831	3,831	88	4	9	3,630	3,643	115		

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.	——	Page in Navy Estimates, 1893-94.	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.									
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.				
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.	
			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*continued.*												
UNPROTECTED—*continued.*												
Torpedo Boat Destroyers—*continued.*												
CHARGER L. D. Nov. 1893.	Hull, Fittings, and Equipment.	218	-	-	Details not published		-	4	9	1,600	1,613	325
	Propelling and other Machinery.							-	-	8,572	8,572	
	Gun Mountings, Torpedo Tubes, &c.							-	-	160	160	
	Total		-	-	-	-	-	4	9	10,332	10,345	325
CONFLICT L. D. 3 Dec. 1893.	Hull, Fittings, and Equipment.	-	-	-	Details not published		-	4	9	1,515	1,528	286
	Propelling and other Machinery.							-	-	7,665	7,665	
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-	
	Total		-	-	-	-	-	4	9	9,180	9,193	286
CONTEST L. D. March 1894.	Hull, Fittings, and Equipment.	-	-	-	Details not published		-	4	9	-	13	2
	Propelling and other Machinery.							-	-	-	-	
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-	
	Total		-	-	-	-	-	4	9	-	13	2
DARING L. D. July 1892.	Hull, Fittings, and Equipment.	214	-	-	Details not published		-	55	122	11,440	11,617	895
	Propelling and other Machinery.							-	-	16,145	16,145	
	Gun Mountings, Torpedo Tubes, &c.							-	-	1,108	1,108	
	Total		-	-	-	-	-	55	122	28,693	28,870	895
DASHER L. D. Dec. 1893.	Hull, Fittings, and Equipment.	218	-	-	Details not published		-	4	9	1,600	1,613	197
	Propelling and other Machinery.							-	-	4,537	4,537	
	Gun Mountings, Torpedo Tubes, &c.							-	-	160	160	
	Total		-	-	-	-	-	4	9	6,297	6,310	197
DECOY L. D. July 1892.	Hull, Fittings, and Equipment.	214	-	-	Details not published		-	52	120	10,010	10,182	860
	Propelling and other Machinery.							-	-	16,145	16,145	
	Gun Mountings, Torpedo Tubes, &c.							-	-	1,108	1,108	
	Total		-	-	-	-	-	52	120	27,263	27,435	860
DRAGON L. D. March 1894.	Hull, Fittings, and Equipment.	-	-	-	Details not published		-	4	9	-	13	1
	Propelling and other Machinery.							-	-	-	-	
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-	
	Total		-	-	-	-	-	4	9	-	13	1

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column*					EXPENDITURE.					DIFFERENCE DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	1,525	1,525		4	9	1,600	1,613			
2	–	–	2,140	2,140	87	–	–	8,572	8,572	325	M 6,524	B.—*Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
3	–	–	156	156		–	–	160	160			
4	–	–	3,821	3,821	87	4	9	10,332	10,345	325		
5	–	–	–	–		4	9	1,515	1,528			
6	–	–	–	–	–	–	–	7,665	7,665	286	M 9,193	B.—*Hull.*—Progress greater than anticipated. *Machinery.*—Orders given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69.
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	4	9	9,180	9,193	286		
9	–	–	–	–		4	9	–	13			
10	–	–	–	–	–	–	–	–	–	2	M 13	
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	4	9	–	13	2		
13	–	–	11,479	11,479		47	122	8,580	8,749			
14	–	–	15,576	15,576	627	–	–	12,310	12,310	702	L 5,248	B.—*Hull.*—Progress less than anticipated. *Machinery.*—Not completed so early as anticipated. *Vide* Navy Appropriation Account, 1893-94, page 69.
15	–	–	216	216		–	–	964	964			
16	–	–	27,271	27,271	627	47	122	21,854	22,023	702		
17	–	–	1,530	1,530		4	9	1,600	1 613			
18	–	–	2,145	2,145	88	–	–	4,537	4,537	197	M 2,479	B.—*Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
19	–	–	156	156		–	–	160	160			
20	–	–	3,831	3,831	88	4	9	6,297	6,310	197		
21	–	–	11,479	11,479		44	120	8,580	8,744			
22	–	–	15,576	15,576	627	–	–	14,375	14,375	765	L 3,188	B.—*Hull.*—Progress less than anticipated. *Machinery.*—Not completed so early as anticipated. *Vide* Navy Appropriation Account, 1893-94, page 69.
23	–	–	216	216		–	–	964	964			
24	–	–	27,271	27,271	627	44	120	23,919	24,083	765		
25	–	–	–	–		4	9	–	13			
26	–	–	–	–	–	–	–	–	–	1	M 13	
27	–	–	–	–		–	–	–	–			
28	–	–	–	–	–	4	9	–	13	1		

NEW CONSTRUCTION—*continued.*

NEW

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised. Vide* Column.* DIRECT CHARGES. Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES.	EXPENDITURE. DIRECT CHARGES. Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES.	
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*													
UNPROTECTED—*continued.*			£.	£.	£.	£	£.	£.	£.	£.	£.	£.	
Torpedo Boat Destroyers—*continued.*													
FERRET - - - - L. D. Jan. 1893.	Hull, Fittings, and Equipment.	216	Details not published					45	118	10,025	10,188		1
	Propelling and other Machinery.							–	–	17,486	17,486	887	2
	Gun Mountings, Torpedo Tubes, &c.							–	–	320	320		3
	Total - - -		–	–	–	–	–	45	118	27,831	27,994	887	4
FERVENT - - - - L. D. 27 March 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13		5
	Propelling and other Machinery.							–	–	7,070	7,070	222	6
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
	Total - - -		–	–	–	–	–	4	9	7,070	7,083	222	8
HANDY - - - - L. D. 7 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13		9
	Propelling and other Machinery.							–	–	–	–	2	10
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		11
	Total - - -		–	–	–	–	–	4	9	–	13	2	12
HARDY - - - - L. D. 4 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13		13
	Propelling and other Machinery.							–	–	3,480	3,480	114	14
	Gun Mountings, Torpedo Tubes, &c.							–	–	140	140		15
	Total - - -		–	–	–	–	–	4	9	3,620	3 633	114	16
HART - - - - L. D. 7 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13		17
	Propelling and other Machinery.							–	–	–	–	2	18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total - - -		–	–	–	–	–	4	9	–	13	2	20
HASTY - - - - L. D. Dec. 1893.	Hull, Fittings, and Equipment.	216	Details not published					4	9	3,200	3,213		21
	Propelling and other Machinery.							–	–	2,522	2,522	185	22
	Gun Mountings, Torpedo Tubes, &c.							–	–	160	160		23
	Total - - -		–	–	–	–	–	4	9	5,882	5,895	185	24
HAUGHTY - - - - L. D. 28 May 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13		25
	Propelling and other Machinery.							–	–	4,870	4,870	157	26
	Gun Mountings, Torpedo Tubes, &c.							–	–	140	140		27
	Total - - -		–	–	–	–	–	4	9	5,010	5,023	157	28

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Difference **A.** Between Total Estimates (Original and Expenditure. **B.** Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	11,500	11,500		37	118	10,025	10,180			
2	–	–	18,000	18,000	682	–	–	17,486	17,486	886	L 1,670	B. *Hull.*—Progress less than anticipated. *Machinery.*—Small difference between estimate and actual payments. *Vide* Navy Appropriation Account, 1893-94, page 69.
3	–	–	156	156		–	–	320	320			
4	–	–	29,656	29,656	682	37	118	27,831	27,986	886		
5	–	–	–	–		4	9	–	13			
6	–	–	–	–	–	–	–	7,070	7,070	222	M 7,083	B. *Machinery.*—Orders were given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	4	9	7,070	7,083	222		
9	–	–	–	–		4	9	–	13			
10	–	–	–	–	–	–	–	–	–	2	M 13	
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	4	9	–	13	2		
13	–	–	–	–		4	9	–	13			
14	–	–	–	–	–	–	–	3,480	3,480	114	M 3,633	B. *Machinery.*—Orders were given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69.
15	–	–	–	–		–	–	140	140			
16	–	–	–	–	–	4	9	3,620	3,633	114		
17	–	–	–	–		4	9	–	13			
18	–	–	–	–	–	–	–	–	–	2	M 13	
19	–	–	–	–		–	–	–	–			
20	–	–	–	–	–	4	9	–	13	2		
21	–	–	1,525	1,525		4	9	3,200	3,213			
22	–	–	2,140	2,140	87	–	–	2,522	2,522	185	M 2,074	B. *Hull.*—Progress greater than anticipated. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
23	–	–	156	156		–	–	160	160			
24	–	–	3,821	3,821	87	4	9	5,882	5,895	185		
25	–	–	–	–		4	9	–	13			
26	–	–	–	–	–	–	–	4,870	4,870	157	M 5,023	B. *Machinery.*—Orders were given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69.
27	–	–	–	–		–	–	140	140			
28	–	–	–	–	–	4	9	5,010	5,023	157		

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*													
UNPROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Torpedo Boat Destroyers—*continued.*													
HAVOCK L. D. July 1892.	Hull, Fittings, and Equipment.	214	Details not published					497	204	11,600	12,301	1,067	1
	Propelling and other Machinery.							–	–	18,674	18,674		2
	Gun Mountings, Torpedo Tubes, &c.							–	–	1,257	1,257		3
	Total		–	–	–	–	–	497	204	31,531	32,232	1,067	4
HORNET L. D. July 1892.	Hull, Fittings, and Equipment.	214	Details not published					52	120	11,400	11,572	923	5
	Propelling and other Machinery.							–	–	17,205	17,205		6
	Gun Mountings, Torpedo Tubes, &c.							–	–	1,060	1,060		7
	Total		–	–	–	–	–	52	120	29,665	29,837	923	8
HUNTER L. D. 7 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13	1	9
	Propelling and other Machinery.							–	–	–	–		10
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		11
	Total		–	–	–	–	–	4	9	–	13	1	12
JANUS L. D. 28 March 1894.	Hull, Fittings, and Equipment.	218	Details not published					4	9	–	13	1	13
	Propelling and other Machinery.							–	–	–	–		14
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		15
	Total		–	–	–	–	–	4	9	–	13	1	16
LIGHTNING L. D. 28 March 1894.	Hull, Fittings, and Equipment.	220	Details not published					4	9	–	13	2	17
	Propelling and other Machinery.							–	–	–	–		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total		–	–	–	–	–	4	9	–	13	2	20
LYNX L. D. Jan. 1893.	Hull, Fittings, and Equipment.	216	Details not published					44	118	7,650	7,812	813	21
	Propelling and other Machinery.							–	–	17,486	17,486		22
	Gun Mountings, Torpedo Tubes, &c.							–	–	320	320		23
	Total		–	–	–	–	–	44	118	25,456	25,618	813	24
OPOSSUM L. D. 17 Sept. 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13	1	25
	Propelling and other Machinery.							–	–	–	–		26
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		27
	Total		–	–	–	–	–	4	9	–	13	1	28

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.		REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.		Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.				
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.		£.	
1	–	–	10,875	10,875		489	204	10,150	10,843				
2	–	–	14,247	14,247	582	–	–	12,584	12,584	848	L	858	B. *Hull.*—Not completed so soon as anticipated. *Machinery.*—More paid in previous year than expected. *Vide* Navy Appropriation Account, 1893-94, page 69.
3	–	–	180	180		–	–	1,017	1,017				
4	–	–	25,302	25,302	582	489	204	23,751	24,444	848			
5	–	–	10,875	10,875		44	120	9,950	10,114				
6	–	–	14,247	14,247	582	–	–	11,985	11,985	728	L	2,383	B. *Hull.*—Progress less than anticipated. *Machinery.*—Not completed so early as anticipated. *Vide* Navy Appropriation Account 1893-94 page 69.
7	–	–	180	180		–	–	820	820				
8	–	–	25,302	25,302	582	44	120	22,755	22,919	728			
9	–	–	–	–		4	9	–	13				
10	–	–	–	–	–	–	–	–	–	1	M	13	
11	–	–	–	–		–	–	–	–				
12	–	–	–	–	–	4	9	–	13	1			
13	–	–	1,525	1,525		4	9	–	13				
14	–	–	2,140	2,140	87	–	–	–	–	1	L	3,808	
15	–	–	156	156		–	–	–	–				
16	–	–	3,821	3,821	87	4	9	–	13	1			
17	–	–	1,530	1,530		4	9	–	13				B. *Hull.*—Progress less than anticipated. *Machinery.*—Delay in deciding on type of boiler. *Vide* Navy Appropriation Account, 1893-94, page 69.
18	–	–	2,145	2,145	88	–	–	–	–	2	L	3,819	
19	–	–	157	157		–	–	–	–				
20	–	–	3,832	3,832	88	4	9	–	13	2			
21	–	–	11,500	11,500		36	118	7,650	7,804				
22	–	–	18,000	18,000	682	–	–	17,486	17,486	812	L	4,046	B. *Hull.*—Progress less than anticipated. *Machinery.*—Small difference between estimate and actual payment. *Vide* Navy Appropriation Account 1893-94, page 69.
23	–	–	156	156		–	–	320	320				
24	–	–	29,656	29,656	682	36	118	25,456	25,610	812			
25	–	–	–	–		4	9	–	13				
26	–	–	–	–	–	–	–	–	–	1	M	13	
27	–	–	–	–		–	–	–					
28	–	–	–	–	–	4	9	–	13	1			

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*													
UNPROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Torpedo Boat Destroyers—*continued.*													
PORCUPINE L. D. 28 Mar. 1894.	Hull, Fittings, and Equipment.	220	Details not published					4	9	–	13	2	1
	Propelling and other Machinery.							–	–	–	–		2
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
	Total		–	–	–	–	–	4	9	–	13	2	4
RANGER L. D. 17 Sept. 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	9	–	13	1	5
	Propelling and other Machinery.							–	–	–	–		6
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
	Total		–	–	–	–	–	4	9	–	13	1	8
ROCKET L. D. Feb. 1894.	Hull, Fittings, and Equipment.	218	Details not published					4	9	1,365	1,378	234	9
	Propelling and other Machinery.							–	–	6,070	6,070		10
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		11
	Total		–	–	–	–	–	4	9	7,435	7,448	234	12
SALMON L. D. 12 Mar. 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	76	13
	Propelling and other Machinery.							–	–	2,400	2,400		14
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		15
	Total		–	–	–	–	–	4	8	2,400	2,412	76	16
SHARK L. D. 14 Feb. 1894.	Hull, Fittings, and Equipment.	216	Details not published					4	8	–	12	118	17
	Propelling and other Machinery.							–	–	3,710	3,710		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total		–	–	–	–	–	4	8	3,710	3,722	118	20
SKATE L. D. 20 Mar. 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	29	21
	Propelling and other Machinery.							–	–	915	915		22
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		23
	Total		–	–	–	–	–	4	8	915	927	29	24
SNAPPER L. D. 2 April 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	33	25
	Propelling and other Machinery.							–	–	1,030	1,030		26
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		27
	Total		–	–	–	–	–	4	8	1,030	1,042	33	28

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893–94. M = MORE, or L = LESS, than Estimate.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893–94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	1,525	1,525		4	9	–	13			
2	–	–	2,140	2,140	87	–	–	–	–	2	L. 3,809	B. *Hull.*—Progress less than anticipated. *Machinery.*—Delay in deciding on type of boiler. *Vide* Navy Appropriation Account, 1893–94, page 69.
3	–	–	157	157		–	–	–	–			
4	–	–	3,822	3,822	87	4	9	–	13	2		
5	–	–	–	–		4	9	–	13			
6	–	–	–	–		–	–	–	–	1	M. 13	
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	4	9	–	13	1		
9	–	–	1,525	1,525		4	9	1,365	1,378			
10	–	–	2,140	2,140	87	–	–	6,070	6,070	234	M. 3,627	B. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893–94, page 69.
11	–	–	156	156		–	–	–	–			
12	–	–	3,821	3,821	87	4	9	7,435	7,448	234		
13	–	–	–	–		4	8	–	12			
14	–	–	–	–	–	–	–	2,400	2,400	76	M. 2,412	B. *Machinery.*—Orders given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893–94, page 69.
15	–	–	–	–		–	–	–	–			
16	–	–	–	–	–	4	8	2,400	2,412	76		
17	–	–	1,525	1,525		4	8	–	12			
18	–	–	2,140	2,140	87	–	–	3,710	3,710	118	L. 99	B. *Hull.*—Progress less than anticipated. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893–94, page 69.
19	–	–	156	156		–	–	–	–			
20	–	–	3,821	3,821	87	4	8	3,710	3,722	118		
21	–	–	–	–		4	8	–	12			
22	–	–	–	–	–	–	–	915	915	29	M. 927	B. *Machinery.*—Orders given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893–94, page 69.
23	–	–	–	–		–	–	–	–			
24	–	–	–	–	–	4	8	915	927	29		
25	–	–	–	–		4	8	–	12			
26	–	–	–	–	–	–	–	1,030	1,030	33	M. 1,042	
27	–	–	–	–		–	–	–	–			
28	–	–	–	–	–	4	8	1,030	1,042	33		

NEW CONSTRUCTION—*continued.*

SHIP. Date when laid down.	——	Page in Navy Estimates 1893–94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*continued.*													
UNPROTECTED—*continued.*													
Torpedo Boat Destroyers—*continued.*													
SPITFIRE L. D. 4 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	2	1
	Propelling and other Machinery.							–	–	–	–		2
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
	Total		–	–	–	–	–	4	8	–	12	2	4
STARFISH L. D. 28 March 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	68	5
	Propelling and other Machinery.							–	–	2,135	2,135		6
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
	Total		–	–	–	–	–	4	8	2,135	2,147	68	8
STURGEON L. D. 1 March 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	1,480	1,492	133	9
	Propelling and other Machinery.							–	–	2,745	2,745		10
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		11
	Total		–	–	–	–	–	4	8	4,225	4,237	133	12
SUNFISH L. D. 29 Aug. 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	1	13
	Propelling and other Machinery.							–	–	–	–		14
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		15
	Total		–	–	–	–	–	4	8	–	12	1	16
SURLY L. D. 14 Feb. 1894.	Hull, Fittings, and Equipment.	220	Details not published					4	8	–	12	117	17
	Propelling and other Machinery.							–	–	3,710	3,710		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total		–	–	–	–	–	4	8	3,710	3,722	117	20
SWORDFISH L. D. 4 June 1894.	Hull, Fittings, and Equipment.	–	Details not published					4	8	–	12	47	21
	Propelling and other Machinery.							–	–	1,470	1,470		22
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		23
	Total		–	–	–	–	–	4	8	1,470	1,482	47	24
TEAZER L. D. 3 Dec. 1893.	Hull, Fittings, and Equipment.	216	Details not published					4	8	–	12	217	25
	Propelling and other Machinery.							–	–	6,900	6,900		26
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		27
	Total		–	–	–	–	–	4	8	6,900	6,912	217	28

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences. A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		4	8	–	12			
2	–	–	–	–	–	–	–	–	–	2	M. 12	
3	–	–	–	–		–	–	–	–			
4	–	–	–	–	–	4	8	–	12	2		
5	–	–	–	–		4	8	–	12			
6	–	–	–	–	–	–	–	2,135	2,135	68	M. 2,147	B. *Hull.*—"Sturgeon," progress greater than anticipated. *Machinery.*—Orders given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69.
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	4	8	2,135	2,147	68		
9	–	–	–	–		4	8	1,480	1,492			
0	–	–	–	–	–	–	–	2,745	2,745	133	M. 4,237	
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	4	8	4,225	4,237	133		
13	–	–	–	–		4	8	–	12			
14	–	–	–	–	–	–	–	–	–	1	M. 12	
15	–	–	–	–		–	–	–	–			
16	–	–	–	–	–	4	8	–	12	1		
17	–	–	1,530	1,530		4	8	–	12			
18	–	–	2,145	2,145	88	–	–	3,710	3,710	117	L. 110	B. *Hull.*—Progress less than anticipated. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
19	–	–	157	157		–	–	–	–			
20	–	–	3,832	3,832	88	4	8	3,710	3,722	117		
21	–	–	–	–		4	8	–	12			
22	–	–	–	–	–	–	–	1,470	1,470	47	M. 1,482	B. *Machinery.*—Orders given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69.
23	–	–	–	–		–	–	–	–			
24	–	–	–	–	–	4	8	1,470	1,482	47		
25	–	–	1,530	1,530		4	8	–	12			
26	–	–	2,145	2,145	88	–	–	6,900	6,900	217	M. 3,081	B. *Hull.*—Progress less than anticipated. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
27	–	–	156	156		–	–	–	–			
28	–	–	3,831	3,831	88	4	8	6,900	6,912	217		

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
FURTHER PROGRAMME (CONTRACT-BUILT SHIPS)—*contd.*													
UNPROTECTED—*continued.*			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Torpedo Boat Destroyers—*continued.*													
WIZARD - - - - L. D. 3 Dec. 1893.	Hull, Fittings, and Equipment.	220	-	-	Details not published		-	4	8	-	12	181	1
	Propelling and other Machinery.							-	-	5,750	5,750		2
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-		3
	Total - - -		-	-	-	-	-	4	8	5,750	5,762	181	4
ZEBRA - - - - L. D. July 1894.	Hull, Fittings, and Equipment.	-	-	-	Details not published		-	4	8	-	12	1	5
	Propelling and other Machinery.							-	-	-	-		6
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-		7
	Total - - -		-	-	-	-	-	4	8	-	12	1	8
ZEPHYR - - - - L. D. 23 April 1894.	Hull, Fittings, and Equipment.	-	-	-	Details not published		-	4	8	-	12	125	9
	Propelling and other Machinery.							-	-	3,930	3,930		10
	Gun Mountings, Torpedo Tubes, &c.							-	-	-	-		11
	Total - - -		-	-	-	-	-	4	8	3,930	3,942	125	12
Torpedo Tubes, making in the Dockyards for the foregoing Torpedo Boat Destroyers - -	- - - - -	220	-	-	-	-	-	6,490	5,570	-	12,060	1,878	13
Ten First-Class Torpedo Boats (Nos. 88 to 97.)	Hull, Fittings, and Equipment.	220	-	-	61,166	61,166	3,138	482	1,067	37,443	38,992	5,164	14
	Propelling and other Machinery.		-	-	83,751	83,751		-	-	69,410	69,410		15
	Gun Mountings, Torpedo Tubes, &c.		-	-	8,091	8,091		6,810	2,953	3,351	13,114		16
	Total - - -		-	-	153,008	153,008	3,138	7,292	4,020	110,204	121,516	5,164	17
SUNDRY SERVICES -	Hull, Fittings, and Equipment.	220	-	-	-	-	-	-	-	-	-	-	18
	Propelling and other Machinery.		-	-	-	-	-	-	-	-	-	-	19
	Total - - -		-	-	-	-	-	-	-	-	-	-	20
	Dockyard Work - - - - -

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column *					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	1,530	1,530		4	8	–	12			
2	–	–	2,145	2,145	88	–	–	5,750	5,750	181	M 1,930	B.—*Hull.*—Progress less than anticipated. *Machinery.*—More rapid advance than contemplated. *Vide* Navy Appropriation Account, 1893-94, page 69.
3	–	–	157	157		–	–	–	–			
4	–	–	3,832	3,832	88	4	8	5,750	5,762	181		
5	–	–	–	–		4	8	–	12			
6	–	–	–	–	–	–	–	–	–	1	M 12	
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	4	8	–	12	1		
9	–	–	–	–		4	8	–	12			
10	–	–	–	–	–	–	–	3,930	3,930	125	M 3,942	B.—*Machinery.*—Orders given which were not contemplated in framing the Estimates, and work considerably advanced. *Vide* Navy Appropriation Account, 1893-94, page 69.
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	4	8	3,930	3,942	125		
13	14,450	5,300	–	19,750	3,711	6,343	5,506	–	11,849	1,836	L 7,901	B.—Work delayed to enable the torpedo tubes for the Torpedo Boats to be completed.
14	–	–	44,316	44,316		391	1,067	25,313	26,771			
15	–	–	55,756	55,756	2,360	–	–	44,525	44,525	3,819	L 22,161	B.—*Hull.*—Completion much delayed. *Machinery.*—Work of completion delayed. *Vide* Navy Appropriation Account, 1893-94, page 69.
16	–	–	2,570	2,570		6,111	2,085	989	9,185			
17	–	–	102,642	102,642	2,360	6,502	3,152	70,827	80,481	3,819		
18	–	–	1,500	1,500								
19	–	–	2,500	2,500	92	– – Included in the foregoing – –					L 4,000	
20	–	–	4,000	4,000	92	–	–	–	–	–		
21	14,450	5,300				14,117	9,771	–				
22	–	–	219,914			–	–	107,173				
23	–	–	211,402	456,928	13,759	–	–	227,606	364,853	14,417	L 92,075	
24	–	–	5,862			–	–	2,375				
25	–	–	–			–	–	3,811				
26	14,450	5,300	437,178	456,928	13,759	14,117	9,771	340,965	364,853	14,417	L 92,075	

NEW CONSTRUCTION—*continued.*

NEW

SHIP. Date when laid down.		Page in Navy Estimates. 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
SMALL VESSELS, &c. (DOCKYARD BUILT):			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Malta Yard Craft:													
YARD CRAFT, No. 21	Hull, Fittings, and Equipment.	–	–	–	–	–	–	65	187	–	252	(*h*)	1
YARD CRAFT, No. 22	Hull, Fittings, and Equipment.	–	–	–	–	–	–	60	187	–	247	(*h*)	2
YARD CRAFT, No. 28	Hull, Fittings, and Equipment.	–	–	–	–	–	–	106	147	–	253	(*h*)	3
YARD CRAFT, No. 59	Hull, Fittings, and Equipment.	–	–	–	–	–	–	106	148	–	254	(*h*)	4
Bermuda Yard Craft:													
COALING LIGHTER, No. 26	Hull, Fittings, and Equipment.	222	1,120	744	–	1,864	(*h*)	1,220	1,394	–	2,614	(*h*)	5
COALING LIGHTER, No. 27	Hull, Fittings, and Equipment.	222						1,137	1,456	–	2,593	(*h*)	6
Jamaica Yard Craft:													
COALING LIGHTER, No. 7	Hull, Fittings, and Equipment.	222	540	360	–	900	(*h*)	753	624	–	1,377	(*h*)	7
Hong Kong:													
STEAM CUTTERS, Nos. 31, 47, and 81	Hull, Fittings, and Equipment.	–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	8
	Propelling and other Machinery.	–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	9
	Total	–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	10
Halifax:													
STEAM CUTTER, No. 20	Propelling and other Machinery.	–	–	–	–	–	–	3	–	–	3	(*h*)	11
								TOTAL (Naval Yards Abroad)				£.	12
SMALL VESSELS, &c., (CONTRACT BUILT):													
Special Service Vessel:													
WATERWITCH (Late "Lancashire Witch").	Hull, Fittings, and Equipment.	–	–	–	–	–	–	2,093	1,319	(*f*) 10,000	13,412	773	13
	Propelling and other Machinery.		–	–	–	–		–	–	(*g*)	–		14
	Total	–	–	–	–	–	–	2,093	1,319	10,000	13,412	773	15
Steam Tug:													
DROMEDARY	Hull, Fittings, and Equipment.	224	– –	– Details not published –			– –	25	248	5,020	5,293	333	16
	Propelling and other Machinery.							–	–	4,860	4,860		17
	Total	–	–	–	–	–	–	25	248	9,880	10,153	333	18
BEAM BOATS	Hull, Fittings, and Equipment.	224	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	19
	Propelling and other Machinery.		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	20
	Total	–	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	21
TOTAL	Dockyard Work												22
	Contract Work – Hulls											Payments to Contractors (Vote 8, Sec. III., Sub-head C.)	23
	Contract Work – Propelling and other Machinery											ditto (Vote 8, Sec. III., Sub-head A.)	24
												ditto (Vote 8, Sec. III., Sub-head B.)	25
													26
												TOTAL not under the Naval Defence Act	27

(*f*) Purchase-money. (*g*) Included under Hull, Fittings, and Equipment.
(*h*) Establishment and Incidental Charges at Foreign Yards are not apportioned.

CONSTRUCTION—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES *Vide* Column *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–	–	60	187	–	247	(h)	M 247	
2	–	–	–	–	–	60	187	–	247	(h)	M 247	
3	–	–	–	–	–	106	147	–	253	(h)	M 253	
4	–	–	–	–	–	106	148	–	254	(h)	M 254	
5	1,330	1,380	–	2,710	(h)	317	146	–	463	(h)	M 289	
6						1,137	1,399	–	2,536	(h)		
7	400	200	–	600	(h)	384	300	–	684	(h)	M 84	
8	–	–	–	–	–	89	81	–	170	(h)	M 594	
9	–	–	–	–	–	22	402	–	424			
10	–	–	–	–	–	111	483	–	594	–		
11	–	–	–	–	–	3	–	–	3	(h)	M 3	
12	1,730	1,580	–	3,310	(h)	2,284	2,997	–	5,281	(h)	M 1,971	
13	–	–	–	–	–	2,087	1,319	–	3,406	491	M 3,406	
14	–	–	–	–		–	–	–	–			
15	–	–	–	–	–	2,087	1,319	–	3,406	491		
16	–	–	4,500	4,500	230	25	248	5,020	5,293	333	M 153	B. *Machinery.*—Slight falling off in progress, *vide* Navy Appropriation Account, 1893-94, page 69.
17	–	–	5,500	5,500		–	–	4,860	4,860			
18	–	–	10,000	10,000	230	25	248	9,880	10,153	333		
19	1,600	1,250	14,680	17,530	1,253	1,212	839	21,559	23,610	1,961	M 17,470	B.—Boats re-appropriated between Replacements and New Programme, *vide* Navy Appropriation Account, 1893-94, page 69.
20	–	–	19,826	19,826		–	–	31,216	31,216			
21	1,600	1,250	34,506	37,356	1,253	1,212	839	52,775	54,826	1,961		
22	1,600	1,250	–	47,356	1,483	3,324	2,406	–	68,385	2,785	M 21,029	
23	–	–	19,180			–	–	26,579				
24	–	–	25,326			–	–	35,936				
25	–	–	–			–	–	140				
26	1,600	1,250	44,506	47,356	1,483	3,324	2,406	62,655	68,385	2,785	M 21,029	
27	133,250	292,180	586,604	1,017,034	62,627	127,798	320,836	470,816	919,450	60,869	L 97,584	

RE-CONSTRUCTION.

RE-CON-

SHIP.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.									
			ESTIMATES—Original *and Revised* *Vide* Column *					EXPENDITURE.				
			DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.	
ARMOURED:			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Battle Ship, 2nd Class:												
DEVASTATION	Hull, Fittings, and Equipment.		44,770	14,231	–	59,001		49,913	16,101	–	66,014	
	Propelling and other Machinery.	226	–	–	60,982	60,982	11,673	–	–	61,781	61,781	12,824
	Gun Mountings, Torpedo Tubes, &c.		–	–	12,730	12,730		809	1,680	10,864	13,353	
	Total		44,770 *50,700*	14,231 *17,155*	73,712 *74,511*	132,713 *142,366*	11,673 *13,895*	50,722	17,781	72,645	141,148	12,824
Battle Ships, 3rd Class:												
HERCULES	Hull, Fittings, and Equipment.		52,450	15,500	–	67,950		65,946	18,171	–	84,117	
	Propelling and other Machinery.	–	–	–	54,675	54,675	13,612	–	–	65,813	65,813	15,850
	Gun Mountings, Torpedo Tubes, &c.		(*b*)	(*b*)	6,066	6,066		815	241	6,096	7,152	
	Total		52,450	15,500	60,741	128,691	13,612	66,761	18,412	71,909	157,082	15,850
MONARCH	Hull, Fittings, and Equipment.							20,855	*Cr. 3,418*	–	17,437	
	Propelling and other Machinery.	226	Details not published					–	–	51,665	51,665	5,128
	Gun Mountings, Torpedo Tubes, &c.							–	–	415	415	
	Total		–	–	–	–	–	20,855	*Cr. 3,418*	52,080	69,517	5,128
SULTAN	Hull, Fittings, and Equipment.							29,296	13,010	–	42,306	
	Propelling and other Machinery.	226	Details not published					–	–	22,570	22,570	7,423
	Gun Mountings, Torpedo Tubes, &c.							21	28	–	49	
	Total		–	–	–	–	–	29,317	13,038	22,570	64,925	7,423
Coast Defence Ship:												
RUPERT	Hull, Fittings, and Equipment.		39,950	19,950	–	59,900		37,721	12,020	–	49,741	
	Propelling and other Machinery.	–	(*g*)	(*g*)	710	710	11,405	26,891	20,368	832	48,091	16,471
	Gun Mountings, Torpedo Tubes, &c.		(*g*)	(*g*)	5,098	5,098		379 (*d*) 178	84 (*d*) 123	5,890	6,654	
	Total		39,950 *61,235*	19,950 *34,820*	5,808 *5,468*	65,708 *101,523*	11,405 *17,255*	65,169	32,595	6,722	104,486	16,471
SUNDRY SERVICES	Propelling and other Machinery.	226	–	–	–	–	–	–	–	–	–	–
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–	–	–	–	–	–	–
	Total		–	–	–	–	–	–	–	–	–	–
TOTAL	Dockyard Work											
	Contract Work — Propelling and other Machinery — Payments to Contractors (Vote 8, sec. III., Sub-head A.)											
	Contract Work — Propelling and other Machinery — ditto (Vote 8, sec. III., Sub-head B.)											
	Contract Work — Propelling and other Machinery — Transferable (Issues from Stock, &c.)											
	Contract Work — Gun Mountings and Air Compressing Machinery — Non-Transferable (Payments to Contractors)											
	Contract Work — Gun Mountings and Air Compressing Machinery — Transferable (Issues from Stock, &c.)											

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships, in Commission and in Reserve."

(*b*) Cost of Manufacture of Torpedo Tubes included under Hull, Fittings, and Equipment.

STRUCTION.

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES *Vide* Column *					EXPENDITURE.					DIFFERENCE — DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	DIRECT CHARGES.				INCIDENTAL CHARGES.	DIRECT CHARGES.				INCIDENTAL CHARGES.		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	21,000	7,500	–	28,500	5,590	22,844	7,420	–	30,264	5,607	M 3,748	
2	–	–	7,154	7,154		–	–	6,810	6,810			
3	–	–	1,642	1,642		802	1,680	1,488	3,970			
4	21,000	7,500	8,796	37,296	5,590	23,646	9,100	8,298	41,044	5,607		A. and B.—The estimated cost has been exceeded in consequence of more extensive alterations and additions carried out than were originally intended.
5	–	–	–	–	–	256	1,166	–	1,422	190	M 1,422	
6	–	–	–	–		–	–	–	–			
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	256	1,166	–	1,422	190		
9	29,200	13,200	–	42,400	7,242	15,989	4,539	–	20,528	4,202	L 26,582	B.—The work was delayed in order to press on with the refit of the "Howe."
10	–	–	26,174	26,174		–	–	23,600	23,600			
11	–	–	2,116	2,116		–	–	*Cr. 20*	*Cr. 20*			
12	29,200	13,200	28,290	70,690	7,242	15,989	4,539	23,580	44,108	4,202		
13	30,000	15,000	–	45,000	8,580	26,204	10,946	–	37,150	6,646	M 2,269	B.—It was not found practicable to advance this ship as much as was intended when the Estimates were prepared. *Machinery.*—Rapid advancement of work by contractors. *Vide* Navy Appropriation Account, page 71.
14	–	–	12,500	12,500		–	–	22,570	22,570			
15	–	–	–	–		21	28	–	49			
16	30,000	15,000	12,500	57,500	8,580	26,225	10,974	22,570	59,769	6,646		
17	–	–	–	–	–	29	7	–	36	17	M 473	A.—The original Estimate was incorrectly shown in the Navy Estimates for 1890-91. The original estimate was 92,799*l.*, and the excess over this amount is due to alterations and additions which were found to be necessary as the work proceeded; also to the issue of gun mountings not provided for in Estimate. *Vide* Dockyard Expense Accounts, 1892-93, page 65.
18	–	–	–	–		–	–	–	–			
19	–	–	–	–		–	–	437	437			
20	–	–	–	–	–	29	7	437	473	17		
21	–	–	1,000	1,000	36	Included above					L 1,911	
22	–	–	911	911								
23	–	–	1,911	1,911	36	–	–	–	–	–		
24	80,200	35,700	–	167,397	21,448	66,145	25,786	–	146,816	16,662	L 20,581	
25	–	–	46,198			–	–	53,000				
26	–	–	500			–	–	–				
27	–	–	130			–	–	*Cr. 20*				
28	–	–	911			–	–	682				
29	–	–	3,758			–	–	1,223				
30	80,200	35,700	51,497	167,397	21,448	66,145	25,786	54,885	146,816	16,662	L 20,581	

(*d*) Dockyard Work upon Air-compressing Machinery. (*g*) Included under Hull, Fittings, and Equipment.

REPAIRS AND REFITS.

REPAIRS, ALTERATIONS, AND REFITS

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP.	Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column *					EXPENDITURE.					
		DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	
		Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
ARMOURED:												
Battle Ships, 1st Class:												
HOWE — Hull, Fittings, and Equipment.	–	–	–	Details not published		–	25,984	9,155	9,734 (*i*) 35,000	79,873	8,214	1
HOWE — Propelling and other Machinery.							6,528	1,910	1,994	10,432		2
HOWE — Gun Mountings, Torpedo Tubes, &c.							–	–	264	264		3
HOWE — Total		–	–	–	–	–	32,512	11,065	46,992	90,569	8,214	4
RODNEY — Hull, Fittings, and Equipment.	–	–	–	Details not published		–	1,004	564	–	1,568	265	5
RODNEY — Propelling and other Machinery.							19	50	–	69		6
RODNEY — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
RODNEY — Total		–	–	–	–	–	1,023	614	–	1,637	265	8
TRAFALGAR — Hull, Fittings, and Equipment.	232	4,000	3,000	–	7,000	–	4,372	2,206	–	6,578	–	9
TRAFALGAR — Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		2,183	846	925	3,954		10
TRAFALGAR — Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	252	252		11
TRAFALGAR — Total		4,000	3,000	–	7,000	–	6,555	3,052	1,177	10,784	–	12
VICTORIA — Hull, Fittings, and Equipment.	232	4,000	3,000	–	7,000	–	3,673	1,768	–	5,441	5	13
VICTORIA — Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		997	406	600	2,003		14
VICTORIA — Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	274	274		15
VICTORIA — Total		4,000	3,000	–	7,000	–	4,670	2,174	874	7,718	5	16
Battle Ships, 2nd Class:												
AJAX — Hull, Fittings, and Equipment.	–	27,000	14,500	–	41,500	5,075	13,040	7,019	–	20,059	4,468	17
AJAX — Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		7,718	2,528	1,139	11,385		18
AJAX — Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	1,478	1,478		19
AJAX — Total		27,000	14,500	–	41,500	5,075	20,758	9,547	2,617	32,922	4,468	20
TÉMÉRAIRE — Hull, Fittings, and Equipment.	–	37,950	29,900	–	67,850	12,559	16,939	11,739	–	28,678	10,244	21
TÉMÉRAIRE — Propelling and other Machinery.		(*g*)	(*g*)	3,763	3,763		15,985	10,543	2,514	29,042		22
TÉMÉRAIRE — Gun Mountings, Torpedo Tubes, &c.		–	–	1,445	1,445		–	–	3,225	3,225		23
TÉMÉRAIRE — Total		37,950	29,900	5,208	73,058	12,559	32,924	22,282	5,739	60,945	10,244	24
Cruisers, 1st Class:												
AGINCOURT — Hull, Fittings, and Equipment.	230	–	–	Details not published		–	19,771	11,455	–	31,226	7,098	25
AGINCOURT — Propelling and other Machinery.							9,965	2,726	632	13,323		26
AGINCOURT — Gun Mountings, Torpedo Tubes, &c.							–	–	878	878		27
AGINCOURT — Total		–	–	–	–	–	29,736	14,181	1,510	45,427	7,098	28

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships, in Commission and in Reserve."

(h) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

TO SHIPS FOR RELIEFS OR RE-COMMISSION.

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences. A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		25,984	9,155	9,734 (*i*)35,000	79,873			
2	–	–	–	–	–	6,528	1,910	1,994	10,432	8,214	M 90,569	B.—Refit necessary after grounding. *See* Treasury Letters, dated 25th November 1892 and 27th March 1894, page 6.
3	–	–	–	–		–	–	264	264			
4	–	–	–	–	–	32,512	11,065	46,992	90,569	8,214		
5	–	–	–	–		1,004	564	–	1,568			
6	–	–	–	–	–	19	50	–	69	265	M 1,637	B.—Provision was made in the Estimates for 1894-95, under the heading of "Repairs to Ships in Commission and Reserve," for the cost of preparing this ship for the Mediterranean Station; but the cost having been more than was expected, it was decided to bring the total amount expended to account under the heading of "Repairs and Refits."
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	1,023	614	–	1,637	265		
9	4,000	3,000	–	7,000		4,372	2,206	–	6,578			
10	(*g*)	(*g*)	–	(*g*)	–	2,183	846	925	3,954	–	M 3,784	A and B.—Making good the defects to this ship proved more costly than was anticipated.
11	–	–	–	–		–	–	252	252			
12	4,000	3,000	–	7,000	–	6,555	3,052	1,177	10,784	–		
13	4,000	3,000	–	7,000		1,724	694	–	2,413			
14	(*g*)	(*g*)	–	(*g*)	–	564	191	*Cr. 380*	375	–	L 3,955	B.—Part of the work was carried out in 1892-93, which was not anticipated when the Estimates for 1893-94 were prepared.
15	–	–	–	–		–	–	252	252			
16	4,000	3,000	–	7,000	–	2,288	885	*Cr. 128*	3,045	–		
17	–	–	–	–		81	*Cr. 12*	–	69			
18	–	–	–	–	–	47	*Cr. 81*	26	*Cr. 8*	14	M 61	A.—The original Estimate was found as the work proceeded to be in excess of the amount required for the repair of the ship.
19	–	–	–	–		–	–	–	–			
20	–	–	–	–	–	128	*Cr. 93*	26	61	14		
21	–	–	–	–		547	774	–	1,321			
22	–	–	–	–	–	108	2	147	257	258	M 1,598	A.—The explanation as to the saving on the original Estimate is the same as for "Ajax." B.—It was expected when the Estimates for 1893-94 were framed that the work would have been completed in 1892-93.
23	–	–	–	–		–	–	20	20			
24	–	–	–	–	–	655	776	167	1,598	258		
25	15,700	12,000	–	27,700		15,023	9,098	–	24,121			
26	(*g*)	(*g*)	1,145	1,145	3,407	7,891	2,444	232	10,567	5,690	M 6,721	B.—Amount expended in 1892-93 less than expected, consequently more money was required to complete the vessel in 1893-94 than had been provided.
27	–	–	–	–		–	–	878	878			
28	15,700	12,000	1,145	28,845	3,407	22,914	11,542	1,110	35,566	5,690		

(*g*) Included under Hull, Fittings, and Equipment.

(*i*) Payments to "Neptun" Salvage Company for raising ship.

REPAIRS AND REFITS—*continued.* REPAIRS, ALTERATIONS,

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP.		Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column.* DIRECT CHARGES. Labour.	Materials (Net).	Contract Work.	Total.	*INCIDENTAL CHARGES. (h)	EXPENDITURE. DIRECT CHARGES. Labour.	Materials (Net).	Contract Work.	Total.	INCIDENTAL CHARGES. (h)	
ARMOURED—continued.			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Cruisers, 1st Class—continued.													
IMPÉRIEUSE	Hull, Fittings, and Equipment.	236	2,800	3,000	–	5,800	–	–	–	–	–	–	1
	Propelling and other Machinery.		(g)	(g)	–	(g)		–	–	–	–		2
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		3
	Total		2,800	3,000	–	5,800	–	–	–	–	–	–	4
NORTHUMBERLAND	Hull, Fittings, and Equipment.	228	26,000	14,050	–	40,050	7,810	16,601	7,061	–	23,662	6,619	5
	Propelling and other Machinery.		(g)	(g)	1,121	1,121		8,570	2,863	–	11,433		6
	Gun Mountings, Torpedo Tubes, &c.		–	–	1,140	1,140		–	–	–	–		7
	Total		26,000	14,050	2,261	42,311	7,810	25,171	9,924	–	35,095	6,619	8
WARRIOR	Hull, Fittings, and Equipment.	228	Details not published					11	18	–	29	27	9
	Propelling and other Machinery.							132	9	–	141		10
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		11
	Total		–	–	–	–	–	143	27	–	170	27	12
WARSPITE	Hull, Fittings, and Equipment.	228	Details not published					4,302	2,311	–	6,613	1,712	13
	Propelling and other Machinery.							1,761	695	355	2,811		14
	Gun Mountings, Torpedo Tubes, &c.							–	–	261	261		15
	Total		–	–	–	–	–	6,063	3,006	616	9,685	1,712	16
TOTAL ARMOURED													17
PROTECTED AND PARTIALLY PROTECTED:													
Cruiser, 2nd Class:													
PHAETON	Hull, Fittings, and Equipment.	228	Details not published					143	*Cr. 1,189*	–	*Cr. 1,046*	*Cr. 204*	18
	Propelling and other Machinery.							22	95	–	117		19
	Gun Mountings, Torpedo Tubes, &c.							–	–	*Cr. 4,002*	*Cr. 4,002*		20
	Total		–	–	–	–	–	165	*Cr. 1,094*	*Cr. 4,002*	*Cr. 4,931*	*Cr. 204*	21
Cruisers, 3rd Class:													
BLANCHE	Hull, Fittings, and Equipment.	238	750	800	–	1,550	–	564	327	163	1,054	3	22
	Propelling and other Machinery.		(g)	(g)	–	–		440	163	–	603		23
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		24
	Total		750	800	–	1,550	–	1,004	490	163	1,657	3	25
CANADA	Hull, Fittings, and Equipment.	234	1,100	600	–	1,700	–	1,818	1,248	–	3,066	–	26
	Propelling and other Machinery.		(g)	(g)	–	(g)		837	342	–	1,179		27
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		28
	Total		1,100	600	–	1,700	–	2,655	1,590	–	4,245	–	29

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships in Commission and in Reserve."

(h) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

AND REFITS, &c.—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES, 1893-94. M=MORE, or L=LESS, than Estimates.	Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	2,800	3,000	–	5,800		–	–	–	–			
2	(*g*)	(*g*)	–	(*g*)	–	–	–	–	–	–	L 5,800	B.—Provision was made for the refit of this ship at Hong Kong, but it was afterwards decided to send out the "Centurion" to relieve her, and the work has been taken in hand at Portsmouth in 1894-95.
3	–	–	–	–		–	–	–	–			
4	2,800	3,000	–	5,800	–	–	–	–	–	–		
5	16,000	10,000	–	26,000		12,737	5,953	–	18,690			
6	(*g*)	(*g*)	636	636	5,045	5,717	*Cr. 800*	–	4,917	4,553	L 4,169	B.—Materials not required to the extent anticipated.
7	–	–	1,140	1,140		–	–	–	–			
8	16,000	10,000	1,776	27,776	5,045	18,454	5,153	–	23,607	4,553		
9	10,280	4,500	–	14,780		–	–	–	–			
10	(*g*)	(*g*)	–	(*g*)	2,366	–	–	–	–	–	L 14,780	B.—It was considered desirable to defer the work upon this ship to make way for other ships required for service.
11	–	–	–	–		–	–	–	–			
12	10,280	4,500	–	14,780	2,366	–	–	–	–	–		
13	5,000	3,000	–	8,000		4,302	2,311	–	6,613			
14	(*g*)	(*g*)	–	(*g*)	1,535	1,761	695	355	2,811	1,712	M 1,685	B.—Excess due to alterations and additions decided upon after the Estimates were prepared.
15	–	–	–	–		–	–	261	261			
16	5,000	3,000	–	8,000	1,535	6,063	3,006	616	9,685	1,712		
17	57,780	38,500	2,921	99,201	12,353	90,592	36,000	49,960	176,552	20,706	M 77,351	
18	7,500	4,000	–	11,500		143	*Cr. 1,189*	–	*Cr. 1,046*			
19	(*g*)	(*g*)	–	(*g*)	2,232	22	95	–	117	*Cr. 204*	L 16,431	B.—Work delayed on account of the extensive refit of the "Sharpshooter."
20	–	–	–	–		–	–	*Cr. 4,002*	*Cr. 4,002*			
21	7,500	4,000	–	11,500	2,232	165	*Cr. 1,094*	*Cr. 4,002*	*Cr. 4,931*	*Cr. 204*		
22	750	800	–	1,550		564	327	163	1,054			
23	(*g*)	(*g*)	–	(*g*)	–	440	163	–	603	3	M 107	
24	–	–	–	–		–	–	–	–			
25	750	800	–	1,550	–	1,004	490	163	1,657	3		A and B.—Making good the defects to these ships proved more costly than was anticipated.
26	1,100	600	–	1,700		1,538	1,103	–	2,641			
27	(*g*)	(*g*)	–	(*g*)	–	524	235	–	759	–	M 1,700	
28	–	–	–	–		–	–	–	–			
29	1,100	600	–	1,700	–	2,062	1,338	–	3,400	–		

(*g*) Included under Hull, Fittings, and Equipment.

REPAIRS AND REFITS—*continued.* REPAIRS, ALTERATIONS,

SHIP.	Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
		ESTIMATES—Original *and Revised.* *Vide* Column. *					EXPENDITURE.					
		DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	
		Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
PROTECTED AND PARTIALLY PROTECTED—continued.		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Cruisers, 3rd Class—continued.												
COMUS - - - Hull, Fittings, and Equipment.	230	Details not published					15	1	–	16	4	1
Propelling and other Machinery.							3	–	–	3		2
Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
Total - - -		–	–	–	–	–	18	1	–	19	4	4
CORDELIA - - - Hull, Fittings, and Equipment.	230	6,000	4,000	–	10,000	1,544	30	2	–	32	5	5
Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		–	–	–	–		6
Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		7
Total - - -		6,000	4,000	–	10,000	1,544	30	2	–	32	5	8
MAGICIENNE - - Hull, Fittings, and Equipment.	234	900	600	–	1,500	–	1,874	787	–	2,661	–	9
Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		685	314	–	999		10
Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		11
Total - - -		900	600	–	1,500	–	2,559	1,101	–	3,660	–	12
PYLADES - - - Hull, Fittings, and Equipment.	–	Details not published					2,219	1,405	–	3,624	563	13
Propelling and other Machinery.							175	168	–	343		14
Gun Mountings, Torpedo Tubes, &c.							–	–	30	30		15
Total - - -		–	–	–	–	–	2,394	1,573	30	3,997	563	16
ROYALIST - - - Hull, Fittings, and Equipment.	–	Details not published					47	674	3,503	4,224	134	17
Propelling and other Machinery.							14	55	3,446	3,515		18
Gun Mountings, Torpedo Tubes, &c.							–	–	1,028	1,028		19
Total - - -		–	–	–	–	–	61	729	7,977	8,767	134	20
Torpedo Ram:												
POLYPHEMUS - - Hull, Fittings, and Equipment.	232	3,500	2,000	–	5,500	–	3,750	1,609	–	5,359	661	21
Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		2,732	1,996	–	4,728		22
Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		2,904	1,607	–	4,511		23
Total - - -		3,500	2,000	–	5,500	–	9,386	5,212	–	14,598	661	24
TOTAL PROTECTED and PARTIALLY PROTECTED - - - - - -		- -	- -	- -	- - - -	- -	- -	- -	- -	- -	- -	25
UNPROTECTED:												
Cruiser, 2nd Class:												
MERCURY - - - Hull, Fittings, and Equipment.	–	1,000	1,300	–	2,300	–	1,183	732	814	2,729	13	26
Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		753	582	22	1,357		27
Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		28
Total - - -		1,000	1,300	–	2,300	–	1,936	1,314	836	4,086	13	29

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships in Commission and in Reserve."

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

AND REFITS, &c.—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES *Vide* Column. *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES, 1893-94 M = MORE, or L = LESS, than Estimates.	Explanation of Differences: **A.** Between Total Estimates (Original) and Expenditure. **B.** Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	4,750	2,100	–	6,850		15	1	–	16			
2	(*g*)	(*g*)	–	(*g*)	1,646	3	–	–	3	4	L 6,831	
3	–	–	–	–		–	–	–	–			
4	4,750	2,100	–	6,850	1,646	18	1	–	19	4		B.—It was considered desirable to defer the work upon these ships to make way for other ships required for service.
5	6,000	4,000	–	10,000		30	2	–	32			
6	(*g*)	(*g*)	–	(*g*)	1,544	–	–	–	–	5	L 9,968	
7	–	–	–	–		–	–	–	–			
8	6,000	4,000	–	10,000	1,544	30	2	–	32	5		
9	900	600	–	1,500		1,874	787	–	2,661			
10	(*g*)	(*g*)	–	(*g*)	–	685	314	–	999	–	M 2,160	A. and B.—Making good the defects to this ship proved more costly than was anticipated.
11	–	–	–	–		–	–	–	–			
12	900	600	–	1,500	–	2,559	1,101	–	3,660	–		
13	–	–	–	–		136	37	–	173			
14	–	–	–	–	–	6	3	–	9	34	M 271	B.—It was expected when the Estimates for 1893-94 were framed that the work would have been completed in 1892-93.
15	–	–	–	–		–	–	89	89			
16	–	–	–	–	–	142	40	89	271	34		
17	–	–	–	–		47	674	3,503	4,224			
18	–	–	–	–	–	14	55	3,446	3,515	134	M 8,767	B.—Refit not anticipated when the Estimates were prepared.
19	–	–	–	–		–	–	1,028	1,028			
20	–	–	–	–	–	61	729	7,977	8,767	134		
21	3,500	2,000	–	5,500		3,750	1,609	–	5,359			
22	(*g*)	(*g*)	–	(*g*)	–	2,732	1,996	–	4,728	1	M 4,127	A. and B.—The cost of making good defects more than was anticipated, and new torpedo tubes fitted for which no provision was made in the Estimates.
23	–	–	–	–		7	*Cr. 467*	–	*Cr. 460*			
24	3,500	2,000	–	5,500	–	6,489	3,138	–	9,627	1		
25	24,500	14,100	–	38,600	5,422	12,530	5,745	4,227	22,502	*Cr. 23*	L 16,098	
26	–	–	–	–		639	358	780	1,777			
27	–	–	–	–	–	485	394	22	901	13	M 2,678	A.—The excess over the original estimate is due to defects being more extensive than anticipated, and to alterations and additions decided upon after the Estimates were prepared.
28	–	–	–	–		–	–	–	–			B.—It was expected when the Estimates for 1893-94 were framed that the work would have been completed in 1892-93.
29	–	–	–	–	–	1,124	752	802	2,678	13		

(*g*) Included under Hull, Fittings, and Equipment.

REPAIRS AND REFITS—*continued.* REPAIRS, ALTERATIONS,

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP.		Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
UNPROTECTED—continued.			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Cruisers, 3rd Class:													
MOHAWK	Hull, Fittings, and Equipment.	234	550	300	–	850	–	42	19	–	61	–	1
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		106	20	–	126		2
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		3
	Total		550	300	–	850	–	148	39	–	187	–	4
PORPOISE	Hull, Fittings, and Equipment.	236	1,300	1,500	–	2,800	–	681	621	156	1,458	3	5
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		564	397	20	981		6
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		7
	Total		1,300	1,500	–	2,800	–	1,245	1,018	176	2,439	3	8
TOURMALINE	Hull, Fittings, and Equipment.	236	1,100	600	–	1,700	–	1,896	1,089	–	2,985	–	9
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		1,023	278	–	1,301		10
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		11
	Total		1,100	600	–	1,700	–	2,919	1,367	–	4,286	–	12
Sloops:													
BASILISK	Hull, Fittings, and Equipment.	234	550	300	–	850	–	–	–	–	–	–	13
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		–	–	–	–		14
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		15
	Total		550	300	–	850	–	–	–	–	–	–	16
DOLPHIN	Hull, Fittings, and Equipment.	232	2,000	1,300	–	3,300	–	1,531	771	–	2,302	–	17
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		733	243	–	976		18
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	1,077	1,077		19
	Total		2,000	1,300	–	3,300	–	2,264	1,014	1,077	4,355	–	20
SWALLOW	Hull, Fittings, and Equipment.	–	1,000	1,500	–	2,500	–	794	523	–	1,317	–	21
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		614	156	–	770		22
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		23
	Total		1,000	1,500	–	2,500	–	1,408	679	–	2,087	–	24
Gun Vessel, 2nd Class:													
SWIFT	Hull, Fittings, and Equipment.	236	1,100	1,200	–	2,300	–	407	252	27	686	1	25
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		175	195	–	370		26
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		27
	Total		1,100	1,200	–	2,300	–	582	447	27	1,056	1	28

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships, in Commission and in Reserve."

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

AND REFITS, &c.—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column. *					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES, 1893–94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: **A.** Between Total Estimates (Original) and Expenditure. **B.** Between Estimates and Expenditure during 1893–94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	550	300	–	850		42	19	–	61			
2	(*g*)	(*g*)	–	(*g*)	–	106	20	–	126	–	L 663	
3	–	–	–	–		–	–	–	–			
4	550	300	–	850	–	148	39	–	187	–		B.—Work not taken in hand until later in the year than was intended owing to more pressing requirements.
5	1,300	1,500	–	2,800		681	621	156	1,458			
6	(*g*)	(*g*)	–	(*g*)	–	564	397	20	981	3	L 361	
7	–	–	–	–		–	–	–	–			
8	1,300	1,500	–	2,800	–	1,245	1,018	176	2,439	3		
9	1,100	600	–	1,700		1,896	1,089	–	2,985			
10	(*g*)	(*g*)	–	(*g*)	–	1,023	278	–	1,301	–	M 2,586	A. and B.—Making good the defects to this ship proved more costly than was anticipated.
11	–	–	–	–		–	–	–	–			
12	1,100	600	–	1,700	–	2,919	1,367	–	4,286	–		
13	550	300	–	850		–	–	–	–			
14	(*g*)	(*g*)	–	(*g*)	–	–	–	–	–	–	L 850	B.—Provision was made for the refit of this ship at Bermuda, but it was subsequently decided that she should be relieved by the "Barracouta."
15	–	–	–	–		–	–	–	–			
16	550	300	–	850	–	–	–	–	–	–		
17	2,000	1,300	–	3,300		1,531	771	–	2,302			
18	(*g*)	(*g*)	–	(*g*)	–	733	243	–	976	–	M 1,055	A. and B.—Excess due to the issue of new gun mountings.
19	–	–	–	–		–	–	1,077	1,077			
20	2,000	1,300	–	3,300	–	2,264	1,014	1,077	4,355	–		
21	–	–	–	–		588	318	–	906			
22	–	–	–	–	–	377	70	–	447	–	M 1,353	B.—It was expected when the Estimates for 1893–94 were framed that the work would have been completed in 1892-93.
23	–	–	–	–		–	–	–	–			
24	–	–	–	–	–	965	388	–	1,353	–		
25	1,100	1,200	–	2,300		407	252	27	686			
26	(*g*)	(*g*)	–	(*g*)	–	175	195	–	370	1	L 1,244	A. and B.—The Estimate was found as the work proceeded to be in excess of the amount required for the repair of the ship.
27	–	–	–	–		–	–	–	–			
28	1,100	1,200	–	2,300	–	582	447	27	1,056	1		

(*g*) Included under Hull, Fittings, and Equipment.

REPAIRS AND REFITS—*continued.* REPAIRS, ALTERATIONS,

SHIP.		Page in Navy Estimates, 1893-94. *	A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.										
			ESTIMATES—Original *and Revised.* *Vide* Column.*					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
UNPROTECTED—continued.			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Gun Boats, 1st Class—continued.													
GOLDFINCH	Hull, Fittings, and Equipment.	–	Details not published					61	141	375	577		1
	Propelling and other Machinery.							23	60	51	134	7	2
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		3
	Total		–	–	–	–	–	84	201	426	711	7	4
MAGPIE	Hull, Fittings, and Equipment.	–	Details not published					566	422	–	988		5
	Propelling and other Machinery.							207	70	–	277	–	6
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
	Total		–	–	–	–	–	773	492	–	1,265	–	8
PLOVER	Hull, Fittings, and Equipment.	–	700	800	–	1,500	–	432	259	217	908	4	9
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		228	171	24	423		10
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		11
	Total		700	800	–	1,500	–	660	430	241	1,331	4	12
RATTLER	Hull, Fittings, and Equipment.	236	1,100	1,200	–	2,300	–	372	322	183	877	4	13
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		236	130	49	415		14
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		15
	Total		1,100	1,200	–	2,300	–	608	452	232	1,292	4	16
REDBREAST	Hull, Fittings, and Equipment.	240	Details not published					–	–	362	362	9	17
	Propelling and other Machinery.							–	–	186	186		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total		–	–	–	–	–	–	–	548	548	9	20
SHARPSHOOTER	Hull, Fittings, and Equipment.	–	Details not published					2,579	912	–	3,491	1,969	21
	Propelling and other Machinery.							4,356	1,857	7,801	14,014		22
	Gun Mountings, Torpedo Tubes, &c.							–	–	9	9		23
	Total		–	–	–	–	–	6,935	2,769	7,810	17,514	1,969	24
SPARROW	Hull, Fittings, and Equipment.	238	450	500	–	950	–	479	306	–	785	–	25
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		239	83	–	322		26
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		27
	Total		450	500	–	950	–	718	389	–	1,107	–	28

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships, in Commission and in Reserve."

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

AND REFITS, &c.—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893–94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE. (DIRECT CHARGES), 1893–94. M = MORE, or L = LESS, than Estimates.	REMARKS. Explanation of Differences: A. Between Total Estimates (Original) and Expenditure. B. Between Estimates and Expenditure during 1893–94.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)		
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	–	–	–	–		61	141	375	577			
2	–	–	–	–	–	23	60	51	134	7	M 711	
3	–	–	–	–		–	–	–	–			
4	–	–	–	–	–	84	201	426	711	7		B.—Refit not anticipated when the Estimates were prepared.
5	–	–	–	–		566	422	–	988			
6	–	–	–	–	–	207	70	–	277	–	M 1,265	
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	773	492	–	1,265	–		
9	–	–	–	–		48	18	180	246			
10	–	–	–	–	–	8	14	24	46	3	M 292	B.—It was expected when the Estimates for 1893–94 were framed that the work would have been completed in 1892–93.
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	56	32	204	292	3		
13	1,100	1,200	–	2,300		372	322	183	877			
14	(g)	(g)	–	(g)	–	236	130	49	415	4	L 1,008	A. and B.—The estimate was found, as the work proceeded, to be in excess of the amount required.
15	–	–	–	–		–	–	–	–			
16	1,100	1,200	–	2,300	–	608	452	232	1,292	4		
17	–	–	–	–		–	–	362	362			
18	–	–	–	–	–	–	–	186	186	9	M 548	B.—Provision was made for the refit of this ship by contract, Vote 8, Section 3, Sub-Head E, and included in the Programme under the heading of "Repairs to Ships in Commission and Reserve."
19	–	–	–	–		–	–	–	–			
20	–	–	–	–	–	–	–	548	548	9		
21	–	–	–	–		2,579	912	–	3,491			
22	–	–	–	–	–	4,356	1,857	7,801	14,014	1,969	M 17,514	B.—Provision was made for fitting this ship with new boilers under the heading of "Repairs to Ships in Commission and Reserve," but as a general refit was carried out, the expenditure has been brought to account under the heading of "Repairs and Refits."
23	–	–	–	–		–	–	9	9			
24	–	–	–	–	–	6,935	2,769	7,810	17,514	1,969		
25	450	500	–	950		479	306	–	785			
26	(g)	(g)	–	(g)	–	239	83	–	322	–	M 157	
27	–	–	–	–		–	–	–	–			
28	450	500	–	950	–	718	389	–	1,107	–		

(g) Included under Hull, Fittings, and Equipment.

REPAIRS AND REFITS—*continued.* REPAIRS, ALTERATIONS,

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP.		Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column. *					EXPENDITURE.					
			DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	
			Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
UNPROTECTED—continued.			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Gun Boats, 1st Class—continued.													
WIDGEON	Hull, Fittings, and Equipment.	238	450	500	–	950	–	463	354	–	817	–	1
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		182	34	–	216		2
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		3
	Total		450	500	–	950	–	645	388	–	1,033	–	4
Gun Boat, 2nd Class:													
FIREBRAND	Hull, Fittings, and Equipment.	238	1,000	1,100	–	2,100	–	15	44	–	59	–	5
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		18	33	–	51		6
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		7
	Total		1,000	1,100	–	2,100	–	33	77	–	110	–	8
Despatch Vessels and Special Service Steamers:													
ALACRITY	Hull, Fittings, and Equipment.	–	950	1,050	–	2,000	–	1,344	727	536	2,607	19	9
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		541	392	151	1,084		10
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	*Cr. 783*	*Cr. 783*		11
	Total		950	1,050	–	2,000	–	1,885	1,119	*Cr. 96*	2,908	19	12
IMOGENE	Hull, Fittings, and Equipment.	234	1,500	1,000	–	2,500	–	460	198	–	658	–	13
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		90	47	–	137		14
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		15
	Total		1,500	1,000	–	2,500	–	550	245	–	795	–	16
SURPRISE	Hull, Fittings, and Equipment.	–	Details not published					1,617	1,030	–	2,647	–	17
	Propelling and other Machinery.							404	198	208	810		18
	Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		19
	Total		–	–	–	–	–	2,021	1,228	208	3,457	–	20
Surveying Vessels:													
EGERIA	Hull, Fittings, and Equipment.	238	1,200	1,300	–	2,500	–	–	–	–	–	–	21
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		–	–	–	–		22
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		23
	Total		1,200	1,300	–	2,500	–	–	–	–	–	–	24
PENGUIN	Hull, Fittings, and Equipment.	–	700	800	–	1,500	–	612	320	397	1,329	6	25
	Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)		169	185	44	398		26
	Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		27
	TOTAL		700	800	–	1,500	–	781	505	441	1,727	6	28

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships, in Commission and in Reserve."

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

AND REFITS, &c.—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column. *					EXPENDITURE.					DIFFERENCE	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES, 1893-94. M = MORE, or L = LESS, than Estimates.	Explanation of Differences: **A.** Between Total Estimates (Original) and Expenditure. **B.** Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	450	500	–	950		463	354	–	817			
2	(*g*)	(*g*)	–	(*g*)	–	182	34	–	216	–	M 83	
3	–	–	–	–		–	–	–	–			
4	450	500	–	950	–	645	388	–	1,033	–		
5	1,000	1,100	–	2,100		15	44	–	59			
6	(*g*)	(*g*)	–	(*g*)	–	18	33	–	51	–	L 1,990	B.—Work not taken in hand until later in the year than was intended, owing to more pressing requirements.
7	–	–	–	–		–	–	–	–			
8	1,000	1,100	–	2,100	–	33	77	–	110	–		
9	–	–	–	–		428	230	263	921			
10	–	–	–	–	–	116	22	–	138	4	M 1,059	A.—Excess of cost over original Estimate due to alterations and additions decided upon after the Estimates were framed.
11	–	–	–	–		–	–	–	–			B.—It was expected when the Estimates for 1893-94 were prepared, that the work would have been completed in 1892-93.
12	–	–	–	–	–	544	252	263	1,059	4		
13	1,500	1,000	–	2,500		460	198	–	658			
14	(*g*)	(*g*)	–	(*g*)	–	90	47	–	137	–	L 1,705	B.—Work not taken in hand until later in the year than was intended, owing to more pressing requirements.
15	–	–	–	–		–	–	–	–			
16	1,500	1,000	–	2,500	–	550	245	–	795	–		
17	–	–	–	–		1,617	1,030	–	2,647			
18	–	–	–	–	–	404	198	208	810	–	M 3,457	B.—Refit taken in hand earlier than expected.
19	–	–	–	–		–	–	–	–			
20	–	–	–	–	–	2,021	1,228	208	3,457	–		
21	1,200	1,300	–	2,500		–	–	–	–			
22	(*g*)	(*g*)	–	(*g*)	–	–	–	–	–	–	L 2,500	B.—On examination it was found that the defects were more extensive than anticipated, and it was decided to bring the ship home. The defects were, therefore, not proceeded with in 1893-94.
23	–	–	–	–		–	–	–	–			
24	1,200	1,300	–	2,500	–	–	–	–	–	–		
25	–	–	–	–		35	26	25	86			
26	–	–	–	–	–	104	84	–	188	–	M 274	B.—It was expected when the Estimates for 1893-94 were framed that the work would have been completed in 1892-93.
27	–	–	–	–		–	–	–	–			
28	–	–	–	–	–	139	110	25	274	–		

(*g*) Included under Hull, Fittings, and Equipment.

REPAIRS AND REFITS—*continued.* REPAIRS, ALTERATIONS,

A.—Details of Aggregate Estimates (per Navy Estimates for 1893-94) and Expenditure for each Ship, from her commencement to 31st March 1894.

SHIP.	Page in Navy Estimates, 1893-94. *	ESTIMATES—Original *and Revised.* *Vide* Column. *					EXPENDITURE.					
		DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	
		Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.		
UNPROTECTED—continued.		£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Surveying Vessels—continued.												
RAMBLER — Hull, Fittings, and Equipment.	230	3,000	2,000	–	5,000		3,587	2,104	–	5,691		1
RAMBLER — Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)	1,129	1,812	481	79	2,372	1,787	2
RAMBLER — Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		3
RAMBLER — Total		3,000 *4,730*	2,000 *2,830*	– *72*	5,000 *7,632*	1,129 *1,791*	5,399	2,585	79	8,063	1,787	4
STORE — Hull, Fittings, and Equipment.	–	- - - Details not published - - -					1,386	683	–	2,069		5
STORE — Propelling and other Machinery.							407	139	–	546	–	6
STORE — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		7
STORE — Total		–	–	–	–	–	1,793	822	–	2,615	–	8
Harbour and Training Ships, Tenders, &c.:												
CRUISER (Late "Lark" and "Kingfisher.") — Hull, Fittings, and Equipment.	–	6,500	5,015	–	11,515		6,757	5,404	–	12,161		9
CRUISER (Late "Lark" and "Kingfisher.") — Propelling and other Machinery.		(*g*)	(*g*)	–	(*g*)	2,584	230	*Cr. 1,210*	–	*Cr. 980*	2,440	10
CRUISER (Late "Lark" and "Kingfisher.") — Gun Mountings, Torpedo Tubes, &c.		–	–	–	–		–	–	–	–		11
CRUISER (Late "Lark" and "Kingfisher.") — Total		6,500	5,015	–	11,515	2,584	6,987	4,194	–	11,181	2,440	12
WANDERER — Hull, Fittings, and Equipment.	–	- - - Details not published - - -					4,370	3,598	–	7,968		13
WANDERER — Propelling and other Machinery.							175	*Cr. 985*	–	*Cr. 810*	1,567	14
WANDERER — Gun Mountings, Torpedo Tubes, &c.							–	–	–	–		15
WANDERER — Total		–	–	–	–	–	4,545	2,613	–	7,158	1,567	16
SUNDRY SERVICES — Propelling and other Machinery.	238	- -	- -	- -	- -	- -	- -	- -	- -	- -	-	17
SUNDRY SERVICES — Gun Mountings, Torpedo Tubes, &c.		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	18
SUNDRY SERVICES — Total		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19
TOTAL UNPROTECTED		- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	20

TOTAL			
Dockyard Work	Dockyards at Home		21
	Naval Yards Abroad		22
Contract Work	Propelling and other Machinery	Issues from Stock (Vote 8, Sect. III., Sub-head A.)	23
		Transferable (Issues from Stock, &c.)	24
	Payments to "Neptun" Salvage Company for raising H.M.S. "Howe"	(Vote 8, Sect. III., Sub-head D.D.)	25
	Repairs to Ships, &c. by Contract	Payments to Contractors (Vote 8, Sect. III., Sub-head E.)	26
		Transferable (Issues from Stock, &c.) - - ditto	27
	Gun Mountings and Air-compressing Machinery	Transferable (Issues from Stock, &c.)	28
			29

Note.—For further Expenses in connection with these Ships, *see* "Minor Repairs and Maintenance of Ships, in Commission and in Reserve."

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

AND REFITS, &c.—*continued.*

B.—Details of Expenditure upon each Ship during the Year 1893-94, compared with Estimates (per Navy Estimates for the Year).

	ESTIMATES. *Vide* Column.*					EXPENDITURE.					DIFFERENCE.	REMARKS.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	DIRECT CHARGES, 1893-94. M = More, or L = Less, than Estimates.	Explanation of Differences: **A.** Between Total Estimates (Original) and Expenditure. **B.** Between Estimates and Expenditure during 1893-94.
	Labour.	Materials (Net).	Contract Work.	Total.		Labour.	Materials (Net).	Contract Work.	Total.			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	4,500	2,800	–	7,300		3,461	2,305	–	5,766			
2	(g)	(g)	72	72	1,730	1,761	476	79	2,316	1,759	M 710	A. and B.—The excess is due to the cost of general repairs having been more than expected, and to necessary alterations and additions decided upon after the Estimates were prepared.
3	–	–	–	–		–	–	–	–			
4	4,500	2,800	72	7,372	1,730	5,222	2,781	79	8,082	1,759		
5	–	–	–	–		1,386	683	–	2,069			
6	–	–	–	–	–	407	139	–	546	–	M 2,615	B.—Refit not anticipated when the Estimates were prepared.
7	–	–	–	–		–	–	–	–			
8	–	–	–	–	–	1,793	822	–	2,615	–		
9	–	–	–	–		534	1,059	–	1,593			
10	–	–	–	–	–	–	3	–	3	319	M 1,596	B.—It was expected when the Estimates for 1893–94 were framed, that the work would have been completed in 1892–93.
11	–	–	–	–		–	–	–	–			
12	–	–	–	–	–	534	1,062	–	1,596	319		
13	–	–	–	–		9	5	–	14			
14	–	–	–	–	–	–	3	–	3	4	M 17	
15	–	–	–	–		–	–	–	–			
16	–	–	–	–	–	9	8	–	17	4		
17	–	–	3,000	3,000	–	–	–	Included in the foregoing		–	L 8,000	
18	–	–	5,000	5,000								
19	–	–	8,000	8,000	–	–	–	–	–	–		
20	16,800	13,600	8,072	38,472	1,730	29,911	16,333	11,377	58,121	4,095	M 19,649	
21	69,730	42,400	–			94,826	37,636	–				
22	29,350	23,800	–			38,207	20,442	–				
23	–	–	–			–	–	7,801				
24	–	–	4,853			–	–	3,014				
25	–	–	–	176,273	19,505	–	–	35,000	257,175	24,778	M 80,902	
26	–	–	–			–	–	19,534				
27	–	–	–			–	–	587				
28	–	–	6,140			–	–	128				
29	99,080	66,200	10,993	176,273	19,505	133,033	58,078	66,064	257,175	24,778	M 80,902	

(g) Included under Hull, Fittings, and Equipment.

MINOR REPAIRS.

MINOR REPAIRS AND MAINTENANCE OF

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (h)	
	Labour.	Materials (Net).	Contract Work.	Total.					
ARMOURED:									
Battle Ships, 1st Class:	£.	£.	£.	£.	£.	£.	£.	£.	£.
ANSON	4,989	2,593	1,010	8,592	1,274	9,866	2,416	253	12,535
BARFLEUR	190	690	–	880	116	996	6,368	776	8,140
BENBOW	834	581	289	1,704	240	1,944	778	94	2,816
CAMPERDOWN	3,712	1,991	255	5,958	1	5,959	3,422	–	9,381
CENTURION	421	530	–	951	142	1,093	10,467	1,360	12,920
COLLINGWOOD	1,796	1,295	247	3,338	2	3,340	2,431	–	5,771
EMPRESS OF INDIA	705	1,559	86	2,350	319	2,669	10,206	1,254	14,129
HOOD	1,386	1,074	–	2,460	165	2,625	3,692	232	6,549
HOWE (l)	1,144	873	8	2,025	236	2,261	6,819	651	9,731
NILE	1,014	813	238	2,065	9	2,074	1,947	–	4,021
RAMILLIES	1,031	863	–	1,894	115	2,009	10,836	1,287	14,132
REPULSE	254	399	–	653	96	749	6,024	784	7,557
RESOLUTION	706	633	–	1,339	217	1,556	9,114	1,164	11,834
REVENGE	273	404	–	677	98	775	8,508	1,106	10,389
RODNEY (l)	2,381	856	156	3,393	542	3,935	2,837	375	7,147
ROYAL OAK	196	313	–	509	74	583	4,278	557	5,418
ROYAL SOVEREIGN	1,873	1,313	115	3,301	482	3,783	3,025	392	7,200
SANS PAREIL	2,709	1,837	291	4,837	11	4,848	3,323	–	8,171
TRAFALGAR (l)	1,021	946	*Cr.* 9	1,958	9	1,967	3,923	–	5,890
VICTORIA (l)	12	*Cr.* 625	–	*Cr.* 613	–	*Cr.* 613	2,443	–	1,830

(h) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(l) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

SHIPS IN COMMISSION AND IN RESERVE, &c.

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (h)	
	Labour.	Materials (Net).	Contract Work.	Total.					
ARMOURED—continued.									
Battle Ships, 2nd Class:	£.	£.	£.	£.	£.	£.	£.	£.	£.
AGAMEMNON	335	326	932	1,593	148	1,741	781	125	2,647
AJAX (l)	274	38	147	459	65	524	1,968	239	2,731
ALEXANDRA	661	677	2	1,340	202	1,542	2,156	278	3,976
COLOSSUS	781	817	–	1,598	139	1,737	2,742	295	4,774
DEVASTATION (l)	356	333	14	703	115	818	6,926	902	8,646
DREADNOUGHT	882	718	–	1,600	6	1,606	1,567	–	3,173
EDINBURGH	782	517	188	1,487	40	1,527	2,233	91	3,851
INFLEXIBLE	1,080	727	14	1,821	218	2,039	2,595	197	4,831
NEPTUNE	839	413	–	1,252	236	1,488	1,903	295	3,686
SUPERB	823	731	12	1,571	287	1,858	1,764	278	3,900
TÉMÉRAIRE (l)	19	12	–	31	6	37	437	71	545
THUNDERER	956	572	49	1,577	312	1,889	938	166	2,993
Battle Ships, 3rd Class:									
AUDACIOUS	660	432	–	1,092	177	1,269	1,783	212	3,264
BELLEROPHON	441	127	1	569	111	680	1,402	217	2,299
CONQUEROR	975	469	14	1,458	277	1,735	981	156	2,872
HERCULES (l)	30	44	8	82	10	92	324	42	458
HERO	1,326	596	–	1,922	313	2,235	1,132	146	3,513
INVINCIBLE	781	517	–	1,298	205	1,503	883	115	2,501
IRON DUKE	709	452	–	1,161	184	1,345	1,012	130	2,487

(h) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(l) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
ARMOURED—continued.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Battle Ships, 3rd Class—contd.	£.								
SWIFTSURE	641	238	98	977	172	1,149	1,011	163	2,323
TRIUMPH	524	248	1	773	71	844	1,124	76	2,044
Coast Defence Ships:									
ABYSSINIA	–	–	257	257	11	268	1,101	–	1,369
BELLEISLE	570	340	–	910	172	1,082	1,139	185	2,406
CYCLOPS	380	155	14	549	93	642	71	9	722
GLATTON	205	117	14	336	52	388	73	9	470
GORGON	372	267	–	639	119	758	152	24	934
HECATE	232	140	14	386	71	457	352	57	866
HOTSPUR	545	458	8	1,011	157	1,168	1,320	160	2,648
HYDRA	481	269	14	764	125	889	88	11	988
MAGDALA	–	–	194	194	8	202	1,313	–	1,515
ORION	331	184	–	515	–	515	602	–	1,117
PENELOPE	536	461	456	1,453	20	1,473	975	–	2,448
RUPERT (*i*)	448	255	1	704	111	815	579	90	1,484
SCORPION	167	152	–	319	–	319	*Cr. 115*	–	204
WIVERN	135	217	275	627	12	639	125	–	764
Cruisers, 1st Class:									
ACHILLES	710	725	8	1,443	217	1,660	699	91	2,450
AGINCOURT (*i*)	124	124	–	248	38	286	8,250	1,005	9,541
AURORA	536	662	–	1,198	214	1,412	816	124	2,352
AUSTRALIA	456	321	30	807	119	926	1,087	135	2,148

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*i*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS,						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
ARMOURED—continued.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Cruisers, 1st Class—contd.									
BLACK PRINCE	111	101	14	226	40	266	325	53	644
GALATEA	361	297	36	694	93	727	1,212	146	2,085
IMMORTALITE	2,127	1,091	768	3,986	566	4,552	1,731	218	6,501
IMPERIEUSE (*i*)	220	298	350	868	15	883	1,990	–	2,873
MINOTAUR	432	257	–	689	110	799	933	120	1,852
NARCISSUS	1,584	778	–	2,362	445	2,807	1,719	271	4,797
NELSON	461	244	2	707	113	820	801	103	1,724
NORTHAMPTON	131	88	15	234	39	273	1,202	166	1,641
NORTHUMBERLAND (*i*)	158	96	–	254	47	301	4,461	731	5,493
ORLANDO	11	657	1,829	2,497	48	2,545	2,310	7	4,862
SHANNON	730	343	–	1,073	206	1,279	1,284	212	2,785
UNDAUNTED	4,848	2,081	241	7,170	1,108	8,278	2,249	301	10,828
WARRIOR (*i*)	37	49	–	86	13	99	29	4	132
WARSPITE (*i*)	150	55	9	214	23	237	2,625	309	3,171
Gun Boat, 3rd Class:									
VIPER	94	119	91	304	–	304	30	–	334
Broadside Ship:									
VALIANT	136	*Cr.* 69	–	67	17	84	87	14	185
Small Amounts under 100*l.* for each Ship.	52	17	–	69	11	80	80	16	176
TOTAL ARMOURED	58,338	39,296	8,801	106,435	11,875	118,310	180,224	19,050	317,584

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*i*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
PROTECTED AND PARTIALLY PROTECTED:									
Cruisers, 1st Class:	£.	£.	£.	£.	£.	£.	£.	£.	£.
BLAKE	1,405	1,069	856	3,330	42	3,372	3,829	–	7,201
BLENHEIM	2,185	1,093	2,243	5,521	644	6,165	809	98	7,072
CRESCENT	461	394	–	855	131	986	8,607	1,120	10,713
EDGAR	738	733	152	1,623	7	1,630	1,767	6	3,403
ENDYMION	477	571	–	1,048	157	1,205	7,929	1,032	10,166
GIBRALTAR	192	392	–	584	83	667	7,551	983	9,201
GRAFTON	206	1,021	–	1,227	157	1,384	6,835	832	9,051
HAWKE	497	483	51	1,031	91	1,122	1,588	21	2,731
ROYAL ARTHUR	77	139	308	524	29	553	950	*Cr. 1*	1,502
ST. GEORGE	94	76	–	170	26	196	1,151	149	1,496
THESEUS	154	320	–	474	67	541	6,398	778	7,717
Cruisers, 2nd Class:									
ÆOLUS	476	211	8	695	123	818	1,884	305	3,007
AMPHION	855	757	12	1,624	1	1,625	1,914	–	3,539
ANDROMACHE	1,308	759	15	2,082	340	2,422	570	70	3,062
APOLLO	1,224	494	14	1,732	294	2,026	564	69	2,659
ARETHUSA	1,259	920	72	2,251	119	2,370	978	17	3,365
ASTRÆA	130	148	–	278	50	328	5,359	878	6,565
BONAVENTURE	168	161	–	329	60	389	6,396	1,048	7,833
BRILLIANT	637	259	–	896	154	1,050	483	59	1,592

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
PROTECTED AND PARTIALLY PROTECTED—continued.									
Cruisers, 2nd Class—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
CAMBRIAN	75	128	–	203	35	238	4,328	704	5,270
CHARYBDIS	10	12	–	22	5	27	72	14	113
FLORA	–	2	–	2	–	2	123	17	142
FORTE	3	21	–	24	3	27	237	29	293
FORTH	1,860	1,211	518	3,589	597	4,186	694	112	4,992
FOX	6	1	–	7	1	8	168	22	198
HERMIONE	30	12	–	42	8	50	319	52	421
INDEFATIGABLE	294	208	*Cr.* 2	500	79	579	621	81	1,281
INTREPID	270	38	–	308	54	362	447	58	867
IPHIGENIA	166	41	9	216	35	251	1,568	204	2,023
LATONA	796	426	9	1,231	196	1,427	546	71	2,044
LEANDER	625	638	830	2,093	36	2,129	1,472	–	3,601
MELAMPUS	365	380	*Cr.* 2	743	134	877	660	102	1,639
MERSEY	547	429	14	990	157	1,147	493	80	1,720
NAIAD	1,190	275	6	1,471	250	1,721	598	78	2,397
PHÆTON (*i*)	169	*Cr.* 17	46	198	28	226	*Cr.* 1,915	*Cr.* 370	*Cr.* 2,059
PIQUE	1,087	505	–	1,592	304	1,896	530	86	2,512
RAINBOW	966	458	–	1,424	271	1,695	604	98	2,397
RETRIBUTION	807	331	–	1,138	219	1,357	2,539	415	4,311
SAPPHO	703	441	–	1,144	188	1,332	612	73	2,017

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*i*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net.)	Contract Work.	Total.					
PROTECTED AND PARTIALLY PROTECTED—continued.									
Cruisers, 2nd Class—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
SCYLLA	717	410	8	1,135	185	1,320	536	64	1,920
SEVERN	168	337	605	1,110	26	1,136	1,121	–	2,257
SIRIUS	186	263	172	621	70	691	1,307	130	2,128
SPARTAN	888	477	8	1,373	253	1,626	808	132	2,566
SYBILLE	15	18	–	33	5	38	647	106	791
TERPSICHORE	1,121	589	202	1,912	294	2,206	512	62	2,780
THAMES	976	794	518	2,288	348	2,636	532	86	3,254
THETIS	865	634	22	1,521	241	1,762	511	62	2,335
TRIBUNE	984	710	–	1,694	273	1,967	454	55	2,476
Cruisers, 3rd Class:									
BARHAM	631	532	*Cr.* 17	1,146	37	1,183	1,068	24	2,275
BARRACOUTA	1,055	575	13	1,643	270	1,913	767	92	2,772
BARROSA	599	189	50	838	133	971	351	45	1,367
BELLONA	1,540	527	29	2,096	404	2,500	809	132	3,441
BLANCHE (*l*)	9	7	47	63	3	66	1,181	–	1,247
BLONDE	94	119	17	230	18	248	311	5	564
CALLIOPE	15	42	14	71	9	80	139	18	237
CALYPSO	912	755	–	1,667	304	1,971	1,245	202	3,418
CANADA (*l*)	46	46	24	116	2	118	1,100	–	1,218
CAROLINE	37	82	1	120	–	120	516	–	636
CARYSFORT	76	9	–	85	17	102	58	10	170

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
PROTECTED AND PARTIALLY PROTECTED—continued.									
Cruisers, 3rd Class—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
CHAMPION	100	204	379	683	22	705	1,061	–	1,766
CLEOPATRA	273	393	20	686	–	686	1,363	–	2,049
CONQUEST	108	*Cr. 20*	–	88	20	108	339	56	503
CORDELIA (*l*)	8	6	–	14	2	16	502	65	583
CURACOA	3	92	1,193	1,288	51	1,339	1,190	–	2,529
HYACINTH	18	*Cr. 2*	1,764	1,780	78	1,858	147	–	2,005
KATOOMBA	49	416	541	1,006	29	1,035	1,049	–	2,084
MAGICIENNE (*l*)	400	466	–	866	66	932	2,011	117	3,060
MARATHON	97	*Cr. 452*	131	*Cr. 224*	*Cr. 48*	*Cr. 272*	1,762	*Cr. 1*	1,489
MEDEA	548	242	14	804	135	939	177	22	1,138
MEDUSA	80	169	14	263	36	299	223	27	549
MELPOMENE	280	405	186	871	51	922	1,606	100	2,628
MILDURA	48	501	267	816	38	854	345	–	1,199
PALLAS	98	234	498	830	22	852	1,272	–	2,124
PEARL	430	231	3	714	133	847	339	55	1,241
PHILOMEL	725	640	167	1,532	68	1,600	1,104	–	2,704
PHŒBE	48	123	–	171	–	171	430	3	604
PYLADES (*l*)	276	110	211	597	76	673	1,316	161	2,150
RAPID	10	110	1,942	2,062	38	2,100	438	–	2,538

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
PROTECTED AND PARTIALLY PROTECTED—continued.						£.	£.	£.	£.
Cruisers, 3rd Class—contd.	£.	£.	£.	£.	£.				
RINGAROOMA	59	125	804	988	37	1,025	985	–	2,010
ROYALIST (*l*)	23	59	2	84	14	98	1,191	–	1,289
SATELLITE	396	210	40	646	103	749	243	31	1,023
TAURANGA	40	241	424	705	38	743	756	–	1,499
WALLAROO	75	284	323	682	35	717	961	–	1,678
Torpedo Ram:									
POLYPHEMUS (*l*)	72	68	–	140	1	141	1,479	–	1,620
Torpedo Depôt Ship:									
VULCAN	2,453	1,524	1,200	5,177	668	5,845	2,578	322	8,745
Small Amounts under 100*l.* for each Ship	4	*Cr. 22*	–	*Cr. 18*	*Cr. 2*	*Cr. 20*	115	19	114
TOTAL PROTECTED AND PARTIALLY PROTECTED	40,167	29,062	16,995	86,224	9,778	96,002	113,233	11,592	226,827
UNPROTECTED:									
Cruisers, 2nd Class:									
ACTIVE	849	888	1	1,738	257	1,995	1,232	159	3,386
BOADICEA	153	575	584	1,312	59	1,371	2,153	–	3,524
INCONSTANT	51	59	14	124	21	145	339	55	539
IRIS	690	390	*Cr. 521*	559	149	708	419	54	1,181
MERCURY (*l*)	71	127	244	442	12	454	2,607	–	3,061
RALEIGH	420	639	–	1,059	–	1,059	1,984	11	3,054
VOLAGE	991	819	23	1,833	281	2,114	1,304	169	3,587
Cruisers, 3rd Class:									
ARCHER	217	397	331	945	57	1,002	881	–	1,883
BRISK	7	32	689	728	30	758	1,109	–	1,867
COSSACK	69	148	25	242	3	245	1,693	–	1,938
EMERALD	318	30	3	351	62	413	200	26	639
FEARLESS	400	244	16	660	1	661	820	–	1,481
GARNET	191	121	145	457	6	463	1,229	–	1,692

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Cruisers, 3rd Class—contd.	£.								
MOHAWK (*l*)	498	539	17	1,104	1	1,105	1,088	–	2,193
PORPOISE (*l*)	3	–	166	169	7	176	432	–	608
RACOON	488	223	283	994	12	1,006	1,203	–	2,209
RUBY	853	814	–	1,667	353	2,020	993	185	3,198
SCOUT	584	361	208	1,153	–	1,153	1,236	–	2,389
TARTAR	393	553	–	946	5	951	816	–	1,767
TOURMALINE (*l*)	313	598	140	1,051	187	1,238	2,821	370	4,429
Sloops:									
BASILISK (*l*)	373	306	14	693	108	801	408	42	1,251
BEAGLE	27	70	–	97	12	109	875	95	1,079
BUZZARD	204	166	–	370	–	370	758	–	1,128
DAPHNE	517	292	26	835	1	836	733	–	1,569
DOLPHIN (*l*)	41	36	28	105	3	108	970	–	1,078
GANNET	267	250	*Cr.* 50	467	–	467	755	–	1,222
ICARUS	10	10	15	35	4	39	91	11	141
MELITA	19	38	–	57	–	57	415	–	472
NYMPHE	158	112	140	410	6	416	916	–	1,332
PELICAN	383	328	–	711	–	711	719	–	1,430
RACER	510	210	–	720	13	733	816	40	1,589
SWALLOW (*l*)	226	123	127	476	5	481	1,141	–	1,622
WILD SWAN	69	37	–	106	20	126	132	21	279

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Gun Vessels, 1st Class:	£.	£.	£.	£.	£.	£.	£.	£.	£.
CURLEW	579	285	–	864	164	1,028	315	50	1,393
LANDRAIL	1,222	854	1	2,077	335	2,412	736	113	3,261
Gun Vessels, 2nd Class:									
LINNET	66	66	–	132	–	132	383	–	515
SWIFT (*l*)	3	–	–	3	–	3	434	–	437
Gun Boats, 1st Class:									
ALARM	43	39	–	82	18	100	1,427	266	1,793
ASSAYE	–	–	646	646	28	674	346	–	1,020
ANTELOPE	42	60	–	102	19	121	2,219	363	2,703
BOOMERANG	–	182	1,608	1,790	70	1,860	454	–	2,314
BRAMBLE	40	9	–	49	–	49	255	1	305
CIRCE	167	110	4	281	48	329	478	71	878
DRYAD	53	69	–	122	18	140	1,813	221	2,174
GLEANER	631	411	4	1,046	126	1,172	395	24	1,591
GOLDFINCH (*l*)	–	–	198	198	9	207	1,036	–	1,243
GOSSAMER	500	151	4	655	114	769	250	30	1,049
GRASSHOPPER	306	410	–	716	106	822	149	18	989
HAZARD	12	38	–	50	8	58	776	124	958
HEBE	77	97	–	174	35	209	2,033	378	2,620
JASEUR	333	157	–	490	110	600	1,612	300	2,512
JASON	280	180	4	464	77	541	472	80	1,093
KARRAKATTA	–	181	572	753	26	779	75	–	854
LAPWING	–	–	231	231	10	241	546	–	787

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Gun Boats, 1st Class—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
LEDA	168	146	4	318	59	377	1,982	365	2,724
LIZARD	22	98	179	299	18	317	424	–	741
MAGPIE (*l*)	7	14	–	21	4	25	423	1	449
NIGER	308	213	4	525	102	627	1,939	353	2,979
ONYX	62	81	–	143	30	173	1,680	313	2,166
PARTRIDGE	411	209	8	628	–	628	439	–	1,067
PEACOCK	187	110	334	701	14	715	559	–	1,274
PHEASANT	165	151	25	341	20	361	344	–	705
PIGEON	81	83	207	371	17	388	660	–	1,048
PIGMY	84	66	86	236	4	240	465	–	705
PLASSY	–	–	1,010	1,010	43	1,053	518	–	1,571
PLOVER (*l*)	3	27	12	42	1	43	471	–	514
RATTLER (*l*)	–	–	2	2	–	2	459	–	461
RATTLESNAKE	640	346	–	986	158	1,144	100	13	1,257
REDBREAST (*l*)	47	92	52	191	5	196	1,039	–	1,235
REDPOLE	19	40	–	59	–	59	335	–	394
RENARD	56	91	–	147	30	177	1,815	337	2,329
RINGDOVE	57	179	452	688	20	708	357	–	1,065
SALAMANDER	477	323	4	804	131	935	312	38	1,285
SANDFLY	289	71	–	360	–	360	89	–	449
SEAGULL	544	322	*Cr. 12*	854	138	992	452	58	1,502

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Gun Boats, 1st Class—contd.									
SHARPSHOOTER	2	–	–	2	–	2	85	14	101
SHELDRAKE	501	313	11	825	134	959	265	32	1,256
SKIPJACK	543	410	5	958	148	1,106	244	29	1,379
SPANKER	273	160	10	448	84	532	65	11	608
SPARROW (*l*)	–	–	–	–	–	–	529	–	529
SPEEDWELL	1,143	853	32	2,028	370	2,398	616	91	3,105
SPEEDY	113	82	–	195	42	237	2,136	397	2,770
SPIDER	870	461	–	1,331	253	1,584	470	77	2,131
THRUSH	517	385	–	902	5	907	395	1	1,303
WIDGEON (*l*)	–	–	–	–	–	–	513	*Cr.* 2	511
Gun Boats, 2nd Class:									
ALBACORE	220	75	–	295	11	306	173	5	484
BANTERER	237	100	31	368	4	372	240	11	623
COCKCHAFER	369	107	–	476	110	586	79	14	679
FIREBRAND (*l*)	1	–	10	11	–	11	214	–	225
FIREFLY	10	28	382	420	24	444	286	50	780
GRAPPLER	49	65	–	114	18	132	232	30	394
MISTLETOE	100	90	–	190	29	219	196	25	440
RAVEN	39	24	–	63	10	73	55	7	135
STARLING	621	232	–	853	165	1,018	276	44	1,338
WATCHFUL	22	19	2	43	8	51	107	20	178
WRANGLER	6	6	–	12	2	14	172	32	218

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Gun Boats, 3rd Class:	£.	£.	£.	£.	£.	£.	£.	£.	£.
ANT	159	67	–	226	37	263	84	11	358
BLAZER	185	52	5	242	39	281	84	11	376
BLOODHOUND	227	156	–	383	60	443	150	19	612
BONETTA	297	128	2	427	82	509	75	12	596
BULLDOG	155	93	–	248	47	295	140	23	458
BUSTARD	236	106	–	342	77	419	116	22	557
COMET	145	55	1,267	1,467	88	1,555	100	13	1,668
CUCKOO	457	154	5	616	119	735	93	15	843
DEE	95	65	–	160	–	160	31	–	191
DON	73	82	–	155	–	155	31	–	186
ESK	5	37	272	314	12	326	170	–	496
INSOLENT	157	71	–	228	37	265	53	7	325
KITE	642	508	859	2,009	216	2,225	108	14	2,347
MASTIFF	517	144	1	662	111	773	94	12	879
PIKE	89	58	15	162	24	186	79	10	275
PINCHER	111	64	–	175	28	203	108	14	325
SCOURGE	10	*Cr. 10*	–	–	–	–	92	15	107
SNAKE	29	11	–	40	6	46	95	12	153
SNAP	347	152	*Cr. 634*	*Cr. 135*	69	*Cr. 66*	80	13	27
TRENT	377	129	160	666	123	789	204	38	1,031
TWEED	90	194	92	376	4	380	161	–	541

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Torpedo Boat Destroyer:	£.	£.	£.	£.	£.	£.	£.	£.	£.
HAVOCK	54	41	–	95	15	110	538	70	718
Troop and Store Ships:									
ASSISTANCE	1,441	625	–	2,066	337	2,403	606	77	3,086
HIMALAYA	3,003	1,612	5	4,620	869	5,489	1,040	159	6,688
HUMBER	726	394	–	1,120	–	1,120	734	–	1,854
TAMAR	2,504	1,857	–	4,361	808	5,169	2,258	341	7,768
TYNE	2,939	1,742	13	4,694	766	5,460	1,303	136	6,899
WYE	887	422	285	1,594	291	1,885	564	100	2,549
Coast Guard Tenders, Cruisers, &c.:									
ACTIVE	6	117	491	614	43	657	148	27	832
ADDER	–	38	24	62	8	70	97	17	184
AMELIA	212	141	–	353	66	419	243	38	700
ARGUS	351	192	6	549	6	555	166	21	742
BEATRICE	1	10	159	170	9	179	5	1	185
DAISY	3	37	58	98	10	108	7	1	116
DELIGHT	57	62	150	269	25	294	53	7	354
FANNY	176	61	–	237	43	280	209	21	510
HAWK	237	132	–	369	59	428	150	19	597
HIND	183	170	–	353	11	364	138	23	525
MARGARET	33	17	2	52	7	59	57	9	125
MARY	1	11	146	158	8	166	13	2	181
REDWING	5	5	–	10	2	12	116	15	143
ROSE	3	41	2	46	8	54	77	14	145
SEAMEW	191	181	24	396	78	474	233	42	749
VICTORIA	161	125	9	295	1	296	104	18	418

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Despatch Vessels and Special Service Steamers:	£.	£.	£.	£.	£.	£.	£.	£.	£.
ADVENTURE	6	–	–	6	–	6	130	–	136
ALACRITY (*l*)	338	352	201	891	9	900	1,268	–	2,168
ALECTO	54	90	–	144	26	170	408	74	652
COCKATRICE	580	325	6	911	2	913	372	–	1,285
DOVE	–	–	–	–	–	–	130	–	130
ENCHANTRESS	950	294	–	1,244	207	1,451	370	48	1,869
FIRE QUEEN	214	57	–	271	45	316	168	22	506
HEARTY	983	404	128	1,515	319	1,834	641	98	2,573
HERALD	5	7	120	132	5	137	272	3	412
IMOGENE (*l*)	87	111	2	200	–	200	416	–	616
JACKAL	14	*Cr.* 8	157	163	8	171	291	42	504
MAGNET	156	150	–	306	46	352	225	29	606
MOSQUITO	7	58	120	185	5	190	325	–	515
PIONEER	4	–	–	4	–	4	130	–	134
SEAHORSE	472	204	–	676	110	786	359	47	1,192
SPHINX	8	2	826	836	37	873	1,642	–	2,515
SURPRISE (*l*)	27	12	–	39	–	39	602	–	641
TRAVELLER	283	119	38	440	80	520	268	40	828
VESUVIUS	211	70	–	281	47	328	108	14	450
VIVID	476	212	–	688	132	820	95	15	930
WILDFIRE	646	231	1	878	200	1,078	227	34	1,339
Torpedo Depôt Ship:									
HECLA	167	72	7	246	39	285	1,500	195	1,980

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Surveying Vessels:	£.	£.	£.	£.	£.	£.	£.	£.	£.
DART (*l*)	15	82	350	447	17	464	314	–	778
EGERIA (*l*)	–	*Cr.* 5	95	90	4	94	463	–	557
PENGUIN (*l*)	16	62	238	316	10	326	1,370	–	1,696
RAMBLER (*l*)	42	111	–	153	30	183	2,167	404	2,754
RESEARCH	297	139	–	436	71	507	140	18	665
STORK (*l*)	26	25	–	51	–	51	44	–	95
TRITON	452	140	–	592	104	696	155	18	869
WATERWITCH	10	5	–	15	3	18	*Cr.* 146	*Cr.* 19	*Cr.* 147
Paddle Wheel Yachts:									
OSBORNE	1,815	693	–	2,508	410	2,918	1,802	207	4,927
VICTORIA AND ALBERT	2,274	1,002	–	3,276	533	3,809	1,665	210	5,684
Torpedo Boats:									
1st Class	13,994	5,971	3,507	23,772	2,577	26,349	5,894	466	32,709
2nd Class	1,763	798	7	2,568	347	2,915	21	*Cr.* 3	2,933
WOOD	617	530	–	1,147	161	1,308	69	10	1,387
Harbour and Training Ships, Tenders, &c.:									
ACTÆON	–	–	–	–	–	–	147	19	166
ALBERTA	1,905	948	–	2,853	461	3,314	342	44	3,700
ALGIERS	71	114	–	185	27	212	256	31	499
ARIADNE	188	151	–	339	53	392	559	71	1,022
ASIA	91	130	–	221	32	253	298	38	589
BOSCAWEN (late "Trafalgar.")	391	676	–	1,067	153	1,220	1,006	129	2,355
BRITANNIA	1,086	874	–	1,960	355	2,315	1,453	220	3,988

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Harbour and Training Ships, Tenders, &c.—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
BRITON	4	7	–	11	2	13	178	29	220
BULLFROG	50	49	–	99	21	120	278	50	448
CALEDONIA	86	246	373	705	84	789	1,918	320	3,027
CAMBRIDGE	486	489	690	1,665	208	1,873	1,798	287	3,958
CASTOR	17	116	51	184	27	211	226	38	475
CLYDE	1	21	4	26	4	30	318	58	406
CONFIANCE	241	74	–	315	62	377	86	13	476
CRUISER (*l*) (Late "Lark" and "Kingfisher.")	425	296	–	721	4	725	679	85	1,489
DÆDALUS	34	45	2	81	14	95	135	21	251
DEFIANCE	571	408	85	1,064	186	1,250	2,651	424	4,325
DRAGON (Old) (*m*)	–	–	*Cr. 120*	*Cr. 120*	*Cr. 5*	*Cr. 125*	–	–	*Cr. 125*
DRAKE	15	*Cr. 25*	882	872	38	910	–	–	910
DUKE OF WELLINGTON	182	496	*Cr. 964*	*Cr. 286*	231	*Cr. 55*	1,086	141	1,172
DURHAM	14	29	–	43	8	51	289	54	394
EAGLE	2	17	43	62	5	67	157	25	249
ELFIN	305	89	–	394	66	460	136	17	613
ELK	1,306	*Cr. 593*	–	713	215	928	*Cr. 671*	*Cr. 125*	132
EXCELLENT (Late "Handy.")	212	76	6	294	156	450	258	24	732
EXCELLENT (The "College.")	322	97	–	419	70	489	570	74	1,133
EXCELLENT (Old) (*m*)	–	–	*Cr. 665*	*Cr. 665*	*Cr. 29*	*Cr. 694*	–	–	*Cr. 694*

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.
(*m*) Sold.

MINOR REPAIRS—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (*h*)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (*h*)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.					£.	£.	£.	£.	£.
Harbour and Training Ships, Tenders, &c.—contd.									
FIRM	£. 59	£. *Cr. 221*	£. 38	£. *Cr. 124*	*Cr. 23*	*Cr. 147*	*Cr. 284*	*Cr. 55*	*Cr. 486*
FORTE (*old*)	1,337	*Cr. 240*	–	1,097	285	1,382	13	2	1,397
FORESTER	1,191	*Cr. 638*	–	553	136	689	*Cr. 352*	*Cr. 46*	291
FOXHOUND	101	60	17	178	32	210	220	36	466
FROLIC	46	*Cr. 16*	1,088	1,118	56	1,174	–	–	1,174
GANGES	395	998	1,141	2,534	286	2,820	978	158	3,956
GOSHAWK	115	*Cr. 166*	66	15	1	16	*Cr. 2*	–	14
HIBERNIA	578	444	–	1,022	–	1,022	830	–	1,852
HINDOSTAN	374	208	–	582	111	693	1	–	694
IMPREGNABLE	716	474	–	1,190	221	1,411	2,327	380	4,118
INDUS	26	68	–	94	15	109	6	1	116
IRRESISTIBLE	91	143	–	234	–	234	*Cr. 67*	–	167
JUMNA	66	39	–	105	17	122	*Cr. 214*	*Cr. 28*	*Cr. 120*
LARK (Late "Cruiser.")	290	58	–	348	–	348	*Cr. 1,220*	–	*Cr. 872*
LIBERTY	164	180	–	344	62	406	235	38	679
LIFFEY	12	59	87	158	13	171	34	–	205
LION	980	933	–	1,913	349	2,262	1,473	237	3,972
MARLBOROUGH	147	112	–	259	353	612	419	55	1,086
MARTIN (Late "Mayflower.")	139	170	–	309	46	355	232	30	617
NAUTILUS	173	171	–	344	63	407	327	54	788

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.

OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (h)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Harbour and Training Ships, Tenders, &c.—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
NIMBLE	41	39	254	334	23	357	35	6	398
PALUMA	4	9	–	13	2	15	181	–	196
PEMBROKE (Late "Duncan.")	136	116	–	252	40	292	2,926	347	3,565
PILOT	238	227	–	465	82	537	331	54	922
READY	1,189	654	–	1,843	–	1,843	74	–	1,917
ROVER (*m*)	92	*Cr. 1,547*	*Cr. 224*	*Cr. 1,679*	*Cr. 169*	*Cr. 1,848*	*Cr. 58*	*Cr. 7*	*Cr. 1,913*
ST. VINCENT	159	441	–	600	83	683	1,370	176	2,229
SEAFLOWER	108	187	–	295	43	338	255	33	626
SEALARK	7	62	154	223	19	242	196	37	475
SHAH	1,525	731	–	2,256	*Cr. 13*	2,243	185	–	2,428
SKYLARK	205	63	8	276	45	321	113	15	449
TERROR	257	189	–	446	–	446	296	–	742
TRINCOMALEE	8	13	*Cr. 25*	*Cr. 4*	1	*Cr. 3*	131	17	145
UNICORN	4	6	83	93	6	99	219	40	358
URGENT	60	50	11	121	–	121	260	–	381
VERNON	120	45	110	275	32	307	4,358	537	5,202
VERNON (For Horsea Island.)	248	363	–	611	90	701	243	32	976
VICTOR EMANUEL	142	91	28	261	1	262	1,059	–	1,321
VICTORY	146	140	–	286	43	329	468	59	856
WANDERER (*l*)	208	111	–	319	52	371	348	46	765

(*h*) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(*l*) *See* also Expenditure under Repairs, Alterations, and Refits, &c.
(*m*) Sold.

MINOR REPAIRS—*continued.* MINOR REPAIRS OF SHIPS, &c.—*continued.*

SHIP.	MINOR REPAIRS.						SEA STORES FOR MAINTENANCE.		TOTAL.
	DIRECT CHARGES.				INCIDENTAL CHARGES. (h)	TOTAL.	DIRECT CHARGES.	INCIDENTAL CHARGES. (h)	
	Labour.	Materials (Net).	Contract Work.	Total.					
UNPROTECTED—continued.									
Harbour and Training Ships, Tenders, &c.—contd.	£.	£.	£.	£.	£.	£.	£.	£.	£.
STEAM CUTTERS, LAUNCHES, and PINNACES	11,355	5,146	1,025	17,526	2,369	19,895	2,473	340	22,708
SMALL AMOUNTS under 100 *l.* for each Ship	662	*Cr.* 50	112	724	76	800	767	105	1,672
PETTY STORES for cleaning purposes	–	–	–	–	–	–	1,896	258	2,154
PETTY STORES for working plant	200	254	–	454	77	531	4,042	531	5,104
STORES for navigating Ships from port to port	14	107	–	121	16	137	1,883	267	2,287
WORKING PLANT for Instructional Torpedo Boats	–	–	–	–	–	–	91	13	104
SEA STORES, &c., supplied from Depôts not rendering Expense Accounts	–	–	22	22	–	22	8,281	–	8,303
TOTAL Unprotected	100,754	56,803	22,693	180,250	22,829	203,079	158,155	14,889	376,123
Hulks:									
TOTAL	1,505	914	163	2,582	349	2,931	2,066	159	5,156
Steam Tugs, Yard Craft, Coal Depôts, &c.:									
TOTAL	16,077	7,240	471	23,788	2,905	26,693	3,440	309	30,442
Dockyard Work and Sea Stores:									
Dockyards at Home	167,048 (n) 61	95,748 (n) 12	–				329,132 (n) 444	45,999 (n) 52	
Naval Yards Abroad	49,793	37,567	–				133,986	–	
Contract Work:									
Propelling and other Machinery — Payments to Contractors (Vote 8, sec. III., Sub-head A.)	–	–	205				–	–	
Propelling and other Machinery — Payments to Contractors (Vote 8, sec. III., Sub-head B.)	–	–	2,990	399,279 (n) 73	47,736 (n) 14	447,015 (n) 87	–	–	
Issues from Stock	–	–	5,708				–	–	
Repairs to Ships, &c., by Contract, Vote 8, sec. III., Sub-head E. — Payments to Contractors.	–	–	29,084				–	–	
Repairs to Ships, &c., by Contract, Vote 8, sec. III., Sub-head E. — Issues from Stock	–	–	1,437				–	–	
Gun Mountings, Air Compressing Machinery, &c. — Non-Transferable	–	–	493				–	–	
Gun Mountings, Air Compressing Machinery, &c. — Transferable	–	–	9,206				–	–	
TOTAL £.	216,902	133,327	49,123	399,352	47,750	447,102	463,562	46,051	956,715
TOTAL Re-construction, Repairs, &c.	416,080	217,191	170,072	803,343	89,190	892,533	463,562	46,051	1,402,146

(h) Exclusive of Foreign Yard Establishment, &c., Charges, which are not apportioned.
(n) Expenses in connection with Armed Cruisers, &c. *See* page 119.

EXPENSES INCURRED IN CONNECTION WITH THE HIRE, &c., OF THE ROYAL RESERVE OF MERCHANT CRUISERS.

	£.	£.
Subvention for right of pre-emption or hire of the undermentioned Vessels as Armed Cruisers or Transports:		
Empress of China	2,437	
Empress of India	2,437	
Empress of Japan	2,438	
Majestic	7,396	
Teutonic	7,264	
		21,972
Stores, &c., set aside at Dockyards for arming and equipping Armed Cruisers, outfits of Collier Cruisers engaged in the Summer Manœuvres, and Dockyard Work in connection therewith:		
Stores supplied and set aside (Net)	(*p*) 444	
Incidental Charges	(*p*) 52	
		496
Dockyard Work in connection with the Above:		
Labour	(*p*) 61	
Materials	(*p*) 12	
Incidentals	(*p*) 14	
		87
TOTAL £.		22,555

(*p*) Carried to page 118.

ACCOUNT OF REPAYMENT AND MISCELLANEOUS SERVICES.

VOTE OR SERVICE CHARGEABLE.	Labour.	Materials (Net.) (a)	Transferable Gun Mountings, &c. (Contract Work.)	TOTAL.
REPAYMENT SERVICES:	£.	£.	£.	£.
VOTE 2. Victualling and Marine Departments	1,135	4,670	—	5,805
„ 3. Medical Stores, &c.	549	1,908	—	2,457
„ 5. Educational Services	703	707	—	1,410
„ 6. Scientific Services	370	340	—	710
„ 8. Section III., F., Inspection of Contract Work	8,206	—	—	8,206
„ 9. Naval Armaments	14,233	10,370	26	24,629
„ 10. Dockyard Works and Buildings	18,874 (b) 51,437	12,267	—	82,578
„ 10. Victualling Yards, &c.	2,603 (b) 4,957	2,192	—	9,752
„ 11. Miscellaneous Services	1,137	925	—	2,062
„ 12. Admiralty Office	991	102	—	1,093
— Other Votes	940	*Cr.* 98	—	842
TOTAL, Other Branches of the Naval Service £.	106,135	33,383	26	139,544
Other Departments of Government	3,813	27,934	—	31,747
Naval Defence Account	22,159	7,265	473	29,897
India Office	24,503	36,188	—	60,691
Colonial and Dependent Governments	169	784	—	953
Foreign Powers	192	1,200	—	1,392
Private Individuals	10,839	15,687	6	26,532
TOTAL, Other Departments of Government, &c. £.	61,675	(c) 89,058	479	151,212
TOTAL £.	167,810	122,441	505	290,756
Proportion of the Cost of Landing, Surveying, Receiving, Depositing, &c., Coals for Steaming Purposes at Dockyards at Home due to the above Services (*see* page 121)				2,632
Proportion of Incidental and Establishment Charges due, &c. (*see* page 135)				19,719
TOTAL £.				313,107
NAVAL ESTABLISHMENTS ON SHORE, &c. (Chargeable to Vote 8, Sections II. and III.):				
Furniture and Replacements for Residences of Naval and Marine Officers of the Dockyard, &c., and Plate, Linen, &c., supplied to Flag Officers, and to Officers in Command of Her Majesty's Ships	—	7,288	—	7,288
Value of Stores supplied to Naval Barracks, Coast Guard Stations on Shore, Royal Naval Reserve Batteries, &c.	—	15,659	13,390	29,049
TOTAL £.	—	22,947	13,390	36,337
Proportion of Incidental and Establishment Charges due, &c. (*see* page 135)				2,733
TOTAL £.				39,070

(a) Including Steam Vessel Coal. (b) Wages of Men in Director of Works' Department at Home Yards.
(c) The amount recovered for Supplies in this year, and on account of Balances outstanding in prior years, was 96,830*l*. The Balance outstanding on 31st March 1894 for Supplies in the year was 9,368*l*., and for Supplies in prior years 910*l*.

HOME AND FOREIGN YARDS.

DETAILED ACCOUNT of Coals Supplied for Steaming Purposes.

HOME YARDS.

	Portsmouth.	Devonport.	Chatham.	Sheerness.	Pembroke.	Deptford.	Haulbowline.	Portland.	Total.
Net Value of Steam-Vessel Coal Supplied to—	£.	£.	£.	£.	£.	£.	£.	£.	£.
H.M. Steam Ships	24,546	12,258	8,972	7,480	356	—	2,022	4,325	59,959
H.M. Tugs and Yard Craft	1,395	1,543	612	1,357	456	49	49	—	5,461
Total £.	25,941	13,801	9,584	8,837	812	49	2,071	4,325	65,420
Other Branches of the Naval Service, other Departments of Government, Indian and Colonial Governments, &c.	14,270	2,110	1,344	747	143	—	693	160	19,467
TOTAL £.	**40,211**	**15,911**	**10,928**	**9,584**	**955**	**49**	**2,764**	**4,485**	**84,887**
Establishment and Incidental Charges:									
Cost of landing, receiving, depositing, &c. (From pages 126 and 127.)	5,427	2,474	2,005	1,714	*Cr. 21*	(a)	(a)	(a)	11,599
Proportion of Yard Charges due to H.M. Ships and Vessels	3,501	2,146	1,758	1,580	*Cr. 18*	(a)	(a)	(a)	8,967
Proportion of the Salaries, &c. of the Department of the Controller of the Navy	188	100	69	64	6	(a)	(a)	(a)	427
TOTAL £.	**3,689**	**2,246**	**1,827**	**1,644**	*Cr. 12*	(a)	(a)	(a)	**9,394**
Per-centage upon Direct Charges	**14·2**	**16·3**	**19·1**	**18·6**	—	(a)	(a)	(a)	**15·9**
Proportion of Yard Charges due to other Branches of the Naval Service, other Departments of Government, Indian and Colonial Governments, &c. (b) (Carried to page 120.)	1,926	328	247	134	*Cr. 3*	(a)	(a)	(a)	2,632
TOTAL COST OF COALS AND LABOUR, &c. FOR COALING H.M. STEAM SHIPS AND VESSELS £.	**29,630**	**16,047**	**11,411**	**10,481**	**800**	(a) **49**	(a) **2,071**	(a) **4,325**	**74,814**

FOREIGN YARDS, &c.

	Malta.	Bermuda.	Hong Kong.	Cape of Good Hope.	Gibraltar.	Jamaica.	Halifax.	Trincomalee.	Esquimalt.	Sydney.	Depôts.	Other than Dockyards.	Total.
Net Value of Steam-Vessel Coal Supplied to—	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
H.M. Steam Ships	49,224	5,348	12,753	6,107	17,593	2,445	3,224	3,040	10,889	5,219	5,444	230,204	351,490
H.M. Tugs and Yard Craft	840	96	285	164	73	325	–	–	–	84	–	–	1,867
Total £.	50,064	5,444	13,038	6,271	17,666	2,770	3,224	3,040	10,889	5,303	5,444	230,204	353,357
Other Branches of the Naval Service, other Departments of Government, Indian and Colonial Governments, &c.	9,438	205	291	338	582	–	491	227	12	–	–	10,099	21,683
TOTAL £.	**59,502**	**5,649**	**13,329**	**6,609**	**18,248**	**2,770**	**3,715**	**3,267**	**10,901**	**5,303**	**5,444**	**240,303** (c)	**375,040**

(a) Establishment and Incidental Charges not apportioned.
(b) The proportion of the Salaries, &c. of the Department of the Controller of the Navy is included in the amount (37,112*l.*) appearing on page 123.
(c) Delivered direct to the Fleet, &c.

1.—GENERAL SUMMARY of the ESTABLISHMENT AND INCIDENTAL SERVICES at Her Majesty's Yards at Home and Abroad.

ABSTRACT.

(For details *see* following pages.)

	Home Yards.	Foreign Yards, &c.	Other than Yards.	TOTAL.
	£.	£.	£.	£.
Wages	204,579 (*a*) *Cr. 106*	58,028 (*a*) 106	—	262,607
Stock Account :				
Naval Stores	86,736 (*a*) *Cr. 31*	19,530 (*a*) 31	108	107,336
Auxiliary Machinery, &c.	962	—	—	
Salaries of Officers (exclusive of Inspectors of Shipwrights)	144,472	53,109	—	253,157
Wages of Police Force	38,018	10,973	—	
Contingencies	5,485	1,100	—	
Freight and Sundry Expenses connected with Naval Stores	10,298	17,949	4,680	51,739
Rents, Rates, Taxes, and Water	6,551	1,687	—	
Gas, &c.	9,643	931	—	
Inspection of Contract Work	2,431	—	15,117	50,631
Machinery for Her Majesty's Shore Establishments	21,506	9,278	2,015	
Drawings for and Experiments in connection with Gun Mountings, &c.	—	—	284	
Interest on Advances under Naval Defence Act, 1889 (Vote 8, Section III., Sub-Head J.)	—	—	57,535	57,535
Medical Services	252	40	—	292
Works, Buildings, &c.	193,258	48,400	—	241,658
Civil Pensions, &c. :				
Officers	14,447	5,311	29,312	206,131
Workmen	49,928	1,662	100,076	
Police	4,735	30	630	
Other Votes :				
Emoluments	1,879	603	—	92,544
Temporary superintendence of Engineering and Architectural Works.	19,679	4,742	—	
Proportion of Salaries and Pensions of the Controller of the Navy's Department.	27,112	5,984	32,545	
TOTAL £.	841,834	239,494	242,302	1,323,630

(*a*) Work done at Home Yards for Foreign Yards.

ESTABLISHMENT, &c., CHARGES.

2.—DETAILS OF ESTABLISHMENT AND

DETAILED HEAD OF CHARGE.	PORTSMOUTH.								
	TOTAL.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES.				Fleet, Port, and National Charges.		
			Distributed *pro ratâ* upon Labour.		Distributed *pro ratâ* upon Materials.				
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	
YARD AND HARBOUR SERVICES.	£.	£.	£.	£.	£.	£.	£.	£.	
Harbour and Dockyard Gear: viz., cables, pendants, chains, &c.	1,072	1,813	—	—	—	—	1,072	1,813	1
Moorings at other Ports	869	664	—	—	—	—	869	664	2
Opening and shutting dock gates and penstocks, &c.	622	276	—	—	—	—	622	276	3
Transporting hawsers, launching rope gear, rope for guys, &c.	916	4,550	458	2,275	—	—	458	2,275	4
Replacement and maintenance of Yard boats	148	194	37	48	—	—	111	146	5
Crabs, winches, carts, waggons, timber carriages, sledges, &c.	715	747	357	373	179	187	179	187	6
Materials and Labour for Mould Loft (including pay of Draughtsmen, Modellers, &c.)	392	40	196	20	98	10	98	10	7
Fire engines, buckets, hoses, &c., and expenses connected with their use	356	309	89	77	89	77	178	155	8
Surveying Timber	99	2	—	—	99	2	—	—	9
Surveying Stores	2,069	378	—	—	2,069	378	—	—	10
Surveying Coals for Her Majesty's Ships and Vessels for Steaming purposes	35	27	—	—	(a) 35	(a) 27	—	—	11
Cleaning and clearing the Yard and Docks	2,103	*Cr. 1,392*	526	*Cr. 348*	—	—	1,577	*Cr. 1,044*	12
Coals, Candles, Furniture, and other Stores for Officers' Offices, &c.	647	523	401	323	46	39	200	161	13
Dockyard Chapel, Chemical Lecture Room and Laboratory, &c.	358	327	65	29	64	29	229	269	14
Wages of single stationed men and boats' crews, &c.	2,666	396	1,333	198	—	—	1,333	198	15
Wages of Apprentices whilst at school, &c.	447	39	—	—	—	—	447	39	16
Allowances for Scholarships and Wages, &c., to Students at Greenwich, &c.	130	—	—	—	—	—	130	—	17
Hurt money	1,324	—	1,324	—	—	—	—	—	18
Holidays	7,545	—	—	—	—	—	7,545	—	19
Wages of persons (not draughtsmen) making drawings which cannot be charged to any specific ship or service, &c.	600	—	600	—	—	—	—	—	20
Students' Training School—Furniture, fuel, &c.	—	—	—	—	—	—	—	—	21
Locomotives and locomotive rolling stock, &c. (working expenses when not charged direct)	60	—	20	—	20	—	20	—	22
Instruction of workmen in diving	—	—	—	—	—	—	—	—	23
Drawings for Instructional purposes	189	—	—	—	—	—	189	—	24
Preservation of engines and boilers of steamboats in store	309	31	—	—	309	31	—	—	25
Supplies, &c. to Portland Coaling, &c. Depôt	1	137	—	—	—	—	1	137	26
Other Miscellaneous Charges	855	111	614	4	29	29	212	78	27
TOTAL £.	**24,527**	**9,172**	**6,020**	**2,999**	**3,002** (a) 35	**782** (a) 27	**15,470**	**5,364**	28
SUNDRY SERVICES.									
Proportion of General Expenditure at Shops due to work performed for India Office, Private Individuals, &c.	515	664	—	—	—	—	515	664	29
Balance of General Expenditure at Shops, due to Ships and Services, not distributed during the year	91	*Cr. 969*	91	*Cr. 969*	—	—	—	—	30
TOTAL £.	**606**	*Cr. 305*	**91**	*Cr. 969*	—	—	**515**	**664**	31
TOTAL YARD AND OTHER SERVICES £. (Carried forward.)	**25,133**	**8,867**	**6,111**	**2,030**	**3,002** (a) 35	**782** (a) 27	**15,985**	**6,028**	32

(a) Distributed *pro ratâ* upon the net value of Steam Vessel Coal supplied to Ships, Other Departments of Government, India, &c. (*see* page 121).

INCIDENTAL SERVICES—HOME YARDS.

DEVONPORT.

	TOTAL.		INDIRECT EXPENSES DUE TO					
			SHIPS AND SERVICES.				Fleet, Port, and National Charges.	
			Distributed *pro ratâ* upon Labour.		Distributed *pro ratâ* upon Materials.			
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).
	£.	£.	£.	£.	£.	£.	£.	£.
1	1,280	15,940	—	—	—	—	1,280	15,940
2	289	3,674	—	—	—	—	289	3,674
3	192	116	—	—	—	—	192	116
4	794	1,073	397	536	—	—	397	537
5	145	97	36	24	—	—	109	73
6	221	230	110	115	55	58	56	57
7	17	1	8	1	4	—	5	—
8	331	280	83	70	83	70	165	140
9	32	—	—	—	32	—	—	—
10	832	209	—	—	832	209	—	—
11	2	1	—	—	(a) 2	(a) 1	—	—
12	1,145	*Cr. 204*	286	*Cr. 51*	—	—	859	*Cr. 153*
13	446	398	295	200	4	98	147	100
14	126	190	—	—	—	—	126	190
15	2,910	45	1,455	22	—	—	1,455	23
16	572	32	—	—	—	—	572	32
17	1,416	13	—	—	—	—	1,416	13
18	1,458	—	1,458	—	—	—	—	—
19	4,928	—	—	—	—	—	4,928	—
20	286	2	286	2	—	—	—	—
21	170	395	—	—	—	—	170	395
22	20	—	6	—	7	—	7	—
23	—	—	—	—	—	—	—	—
24	1	—	—	—	—	—	1	—
25	1	—	—	—	1	—	—	—
26	—	—	—	—	—	—	—	—
27	421	203	241	—	46	5	134	198
28	18,035	22,695	4,661	919	1,064 (a) 2	440 (a) 1	12,308	21,335
29	137	134	—	—	—	—	137	134
30	96	*Cr. 433*	96	*Cr. 433*	—	—	—	—
31	233	*Cr. 299*	96	*Cr. 433*	—	—	137	134
32	18,268	22,396	4,757	486	1,064 (a) 2	440 (a) 1	12,445	21,469

TAL HOME YARDS.

	ECT EXPENSES DUE TO					
	) SERVICES.		Fleet, Port, and National Charges.		Unappropriated Charges (Deptford and Haulbowline).	
	Distributed *pro ratâ* upon Materials.					
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).
	£.	£.	£.	£.	£.	£.
1	—	—	3,582	19,693	349	422
2	—	—	1,746	4,964	—	—
3	—	—	1,338	791	118	38
4	—	—	1,435	4,470	35	367
5	—	—	452	355	67	26
6	419	344	421	343	10	62
7	136	17	135	19	—	—
8	283	225	564	450	12	4
9	315	2	—	—	57	—
10	4,391	813	119	13	239	82
11	(a) 51	(a) 28	—	—	—	—
12	—	—	4,042	*Cr. 1,364*	118	10
13	137	258	587	488	11	40
14	64	33	570	776	1	3
15	—	—	5,336	769	4	30
16	—	—	1,662	143	—	—
17	—	—	1,662	13	—	—
18	—	—	—	—	19	—
19	—	—	21,912	—	138	—
20	—	—	—	—	—	—
21	—	—	170	395	—	—
22	73	12	73	12	—	—
23	—	—	—	—	—	—
24	—	—	190	—	—	—
25	354	37	—	—	—	—
26	—	—	1	137	—	—
27	107	34	547	324	9	93
28	6,279 (a) 51	1,775 (a) 28	46,542	32,791	1,187	1,177
29	—	—	725	884	—	—
30	—	—	—	—	—	—
31	—	—	725	884	—	—
32	6,279 (a) 51	1,775 (a) 28	47,267	33,675	1,187	1,177

Other Departments of Government, India, &c. (*see* page 121).

ESTABLISHMENT, &c., CHARGES—*contd.*

2. DETAILS OF ESTABLISHMENT AND

DETAILED HEAD OF CHARGE. (*Continuation*).	PORTSMOUTH. TOTAL. Labour.	TOTAL. Materials (Net).	INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro ratâ* upon Labour. Labour.	Distributed *pro ratâ* upon Labour. Materials (Net).	Distributed *pro ratâ* upon Materials. Labour.	Distributed *pro ratâ* upon Materials. Materials (Net).	Fleet, Port, and National Charges. Labour.	Fleet, Port, and National Charges. Materials (Net).	
	£.	£.	£.	£.	£.	£.	£.	£.	
Yard and other Services—Brought forward	25,133	8,867	6,111	2,030	3,002 (a) 35	782 (a) 27	15,985	6,028	1
STOREKEEPING, &c.:									
NAVAL STORES:									
Loan Tool Stores, including Repairs, &c., of Tools, for general service of the Yard	602	1,904	602	1,904	—	—	—	—	2
Landing, receiving, depositing, &c., Timber	1,458	179	—	—	1,458	179	—	—	3
Landing, receiving, depositing, &c., Stores	9,994	423	—	—	9,994	423	—	—	4
Landing, receiving, depositing, and issuing Coals for H.M. Ships and Vessels for steaming purposes	4,018	1,347	—	—	(a) 4,018	(a) 1,347	—	—	5
Preservation of Timber, Boats, and other Stores	525	149	—	—	525	149	—	—	6
Shipping off Timber and Stores to other Yards	1,313	512	—	—	1,313	512	—	—	7
Continuous Stock-taking	66	—	—	—	66	—	—	—	8
Breaking up Stores condemned by Survey	37	—	—	—	37	—	—	—	9
Expenses in connection with the Sale of old or surplus Timber and Stores	377	*Cr. 21*	—	—	377	*Cr. 21*	—	—	10
Patterns issued to Dockyard Pattern Rooms	—	189	—	—	—	189	—	—	11
Other Miscellaneous Charges	1	*Cr. 6*	—	—	—	—	1	*Cr. 6*	12
TOTAL £.	18,391	4,676	602	1,904	13,770 (a) 4,018	1,431 (a) 1,347	1	*Cr. 6*	13
GUN MOUNTING, &c., STORE:									
Survey, Examination, Proof, &c.	5,636	587	—	—	—	—	5,636	587	14
Receiving, Issuing, &c.	667	130	—	—	—	—	667	130	15
Other Minor Charges	176	26	—	—	—	—	176	26	16
TOTAL £.	6,479	743	—	—	—	—	6,479	743	17
NAVAL ESTABLISHMENTS ON SHORE:									
Naval Barracks, &c., exclusive of Maintenance Stores	715	189	—	—	—	—	715	189	18
Labour in connection with—Furniture for Official Residences	254	—	—	—	—	—	254	—	19
TOTAL £.	969	189	—	—	—	—	969	189	20
TOTAL—STOREKEEPING, &c. £.	25,839	5,608	602	1,904	13,770 (a) 4,018	1,431 (a) 1,347	7,449	926	21
YARD MACHINERY: NEW — For the General Service of the Yard	927	570	530	326	13	8	384	236	22
NEW — For other Yards	103	30	—	—	—	—	103	30	23
NEW — For Victualling Yards, Hospitals, and Marine Barracks	18	—	—	—	—	—	18	—	24
TOTAL £.	1,048	600	530	326	13	8	505	266	25
REPAIRS — For the General Service of the Yard	6,406	2,661	3,665	1,522	86	36	2,655	1,103	26
REPAIRS — For other Yards	22	6	—	—	—	—	22	6	27
REPAIRS — For Victualling Yards, Hospitals, and Marine Barracks	882	334	—	—	—	—	882	334	28
TOTAL £.	7,310	3,001	3,665	1,522	86	36	3,559	1,443	29
TOTAL—YARD MACHINERY £.	8,358	3,601	4,195	1,848	99	44	4,064	1,709	30
EXPERIMENTS £.	3,221	5,658	—	—	—	—	3,221	5,658	31
TUGS and YARD CRAFT: Pay, &c., of Crews £.	7,606	—	—	—	—	—	7,606	—	32
TOTAL £.	70,157	23,734	10,908	5,782	16,871 (a) 4,053	2,257 (a) 1,374	38,325	14,321	33
Carried forward £.	93,891		16,690		19,128 (a) 5,427		52,646		

(a) Distributed *pro ratâ* upon the net value of Steam Vessel Coal supplied to Ships, other Departments of Government, India, &c. (*see* page 121).

DEVONPORT.

	TOTAL.		INDIRECT EXPENSES DUE TO					
			SHIPS AND SERVICES.				Fleet, Port, and National Charges.	
			Distributed *pro ratâ* upon Labour.		Distributed *pro ratâ* upon Materials.			
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net.)
	£.	£.	£.	£.	£.	£.	£.	£.
1	18,268	22,396	4,757	486	1,064 (a) 2	440 (a) 1	12,445	21,469
2	397	1,451	397	1,451	—	—	—	—
3	1,369	134	—	—	1,369	134	—	—
4	7,492	442	—	—	7,492	442	—	—
5	2,104	367	—	—	(a) 2,104	(a) 367	—	—
6	680	166	—	—	680	166	—	—
7	711	429	—	—	711	429	—	—
8	26	1	—	—	26	1	—	—
9	6	1	—	—	6	1	—	—
10	400	—	—	—	400	—	—	—
11	18	161	—	—	18	161	—	—
12	1	4	—	—	—	—	1	4
13	**13,204**	**3,156**	**397**	**1,451**	**10,702** (a) 2,104	**1,334** (a) 367	**1**	**4**
14	55	10	—	—	—	—	55	10
15	532	79	—	—	—	—	532	79
16	—	—	—	—	—	—	—	—
17	**587**	**89**	—	—	—	—	**587**	**89**
18	832	623	—	—	—	—	832	623
19	190	—	—	—	—	—	190	—
20	**1,022**	**623**	—	—	—	—	**1,022**	**623**
21	**14,813**	**3,868**	**397**	**1,451**	**10,702** (a) 2,104	**1,334** (a) 367	**1,610**	**716**
22	1,927	1,242	1,260	812	48	31	619	399
23	4	2	2	1	—	—	2	1
24	184	58	—	—	—	—	184	58
25	**2,115**	**1,302**	**1,262**	**813**	**48**	**31**	**805**	**458**
26	6,503	2,419	4,253	1,582	162	60	2,088	777
27	11	5	5	2	—	—	6	3
28	540	146	—	—	—	—	540	146
29	**7,054**	**2,570**	**4,258**	**1,584**	**162**	**60**	**2,634**	**926**
30	**9,169**	**3,872**	**5,520**	**2,397**	**210**	**91**	**3,439**	**1,384**
31	**683**	**620**	—	—		—	**683**	**620**
32	**6,325**	—	—	—	—	—	**6,325**	—
33	**49,258**	**30,756**	**10,674**	**4,334**	**11,976** (a) 2,106	**1,865** (a) 368	**24,502**	**24,189**
	£. 80,014		£. 15,008		£. 13,841 (a) 2,474		£. 48,691	

ESTABLISHMENT, &c., CHARGES—*contd.*

2. DETAILS OF ESTABLISHMENT AND

DETAILED HEAD OF CHARGE. (*Continuation*).	PORTSMOUTH. TOTAL. Labour.	TOTAL. Materials (Net).	INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro ratâ* upon Labour. Labour.	Distributed *pro ratâ* upon Labour. Materials (Net).	Distributed *pro ratâ* upon Materials. Labour.	Distributed *pro ratâ* upon Materials. Materials (Net).	Fleet, Port, and National Charges. Labour.	Fleet, Port, and National Charges. Materials (Net).	
	£.	£.	£.	£.	£.	£.	£.	£.	
Yard and other Services—Brought forward	25,133	8,867	6,111	2,030	3,002 (*a*) 35	782 (*a*) 27	15,985	6,028	1
STOREKEEPING, &c.:									
NAVAL STORES:									
Loan Tool Stores, including Repairs, &c., of Tools, for general service of the Yard	602	1,904	602	1,904	—	—	—	—	2
Landing, receiving, depositing, &c., Timber	1,458	179	—	—	1,458	179	—	—	3
Landing, receiving, depositing, &c., Stores	9,994	423	—	—	9,994	423	—	—	4
Landing, receiving, depositing, and issuing Coals for H.M. Ships and Vessels for steaming purposes	4,018	1,347	—	—	(*a*) 4,018	(*a*) 1,347	—	—	5
Preservation of Timber, Boats, and other Stores	525	149	—	—	525	149	—	—	6
Shipping off Timber and Stores to other Yards	1,313	512	—	—	1,313	512	—	—	7
Continuous Stock-taking	66	—	—	—	66	—	—	—	8
Breaking up Stores condemned by Survey	37	—	—	—	37	—	—	—	9
Expenses in connection with the Sale of old or surplus Timber and Stores	377	*Cr. 21*	—	—	377	*Cr. 21*	—	—	10
Patterns issued to Dockyard Pattern Rooms	—	189	—	—	—	189	—	—	11
Other Miscellaneous Charges	1	*Cr. 6*	—	—	—	—	1	*Cr. 6*	12
TOTAL £.	18,391	4,676	602	1,904	13,770 (*a*) 4,018	1,431 (*a*) 1,347	1	*Cr. 6*	13
GUN MOUNTING, &c., STORE:									
Survey, Examination, Proof, &c.	5,636	587	—	—	—	—	5,636	587	14
Receiving, Issuing, &c.	667	130	—	—	—	—	667	130	15
Other Minor Charges	176	26	—	—	—	—	176	26	16
TOTAL £.	6,479	743	—	—	—	—	6,479	743	17
NAVAL ESTABLISHMENTS ON SHORE:									
Naval Barracks, &c., exclusive of Maintenance Stores	715	189	—	—	—	—	715	189	18
Labour in connection with— Furniture for Official Residences	254	—	—	—	—	—	254	—	19
TOTAL £.	969	189	—	—	—	—	969	189	20
TOTAL—STOREKEEPING, &c. £.	25,839	5,608	602	1,904	13,770 (*a*) 4,018	1,431 (*a*) 1,347	7,449	926	21
YARD MACHINERY: **NEW** — For the General Service of the Yard	927	570	530	326	13	8	384	236	22
For other Yards	103	30	—	—	—	—	103	30	23
For Victualling Yards, Hospitals, and Marine Barracks	18	—	—	—	—	—	18	—	24
TOTAL £.	1,048	600	530	326	13	8	505	266	25
REPAIRS — For the General Service of the Yard	6,406	2,661	3,665	1,522	86	36	2,655	1,103	26
For other Yards	22	6	—	—	—	—	22	6	27
For Victualling Yards, Hospitals, and Marine Barracks	882	334	—	—	—	—	882	334	28
TOTAL £.	7,310	3,001	3,665	1,522	86	36	3,559	1,443	29
TOTAL—YARD MACHINERY £.	8,358	3,601	4,195	1,848	99	44	4,064	1,709	30
EXPERIMENTS £.	3,221	5,658	—	—	—	—	3,221	5,658	31
TUGS and YARD CRAFT: Pay, &c., of Crews £.	7,606	—	—	—	—	—	7,606	—	32
TOTAL £.	70,157	23,734	10,908	5,782	16,871 (*a*) 4,053	2,257 (*a*) 1,374	38,325	14,321	33
Carried forward £.	93,891		16,690		19,128 (*a*) 5,427		52,646		

(*a*) Distributed *pro ratâ* upon the net value of Steam Vessel Coal supplied to Ships, other Departments of Government, India, &c. (*see* page 121).

	TOTAL.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro rata* upon Labour.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro rata* upon Materials.		Fleet, Port, and National Charges.	
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net.)
	£.	£.	£.	£.	£.	£.	£.	£.
1	18,268	22,396	4,757	486	1,064 (a) 2	440 (a) 1	12,445	21,469
2	397	1,451	397	1,451	—	—	—	—
3	1,369	134	—	—	1,369	134	—	—
4	7,492	442	—	—	7,492	442	—	—
5	2,104	367	—	—	(a) 2,104	(a) 367	—	—
6	680	166	—	—	680	166	—	—
7	711	429	—	—	711	429	—	—
8	26	1	—	—	26	1	—	—
9	6	1	—	—	6	1	—	—
10	400	—	—	—	400	—	—	—
11	18	161	—	—	18	161	—	—
12	1	4	—	—	—	—	1	4
13	**13,204**	**3,156**	**397**	**1,451**	**10,702** (a) 2,104	**1,334** (a) 367	**1**	**4**
14	55	10	—	—	—	—	55	10
15	532	79	—	—	—	—	532	79
16	—	—	—	—	—	—	—	—
17	**587**	**89**	—	—	—	—	**587**	**89**
18	832	623	—	—	—	—	832	623
19	190	—	—	—	—	—	190	—
20	**1,022**	**623**	—	—	—	—	**1,022**	**623**
21	**14,813**	**3,868**	**397**	**1,451**	**10,702** (a) 2,104	**1,334** (a) 367	**1,610**	**716**
22	1,927	1,242	1,260	812	48	31	619	399
23	4	2	2	1	—	—	2	1
24	184	58	—	—	—	—	184	58
25	**2,115**	**1,302**	**1,262**	**813**	**48**	**31**	**805**	**458**
26	6,503	2,419	4,253	1,582	162	60	2,088	777
27	11	5	5	2	—	—	6	3
28	540	146	—	—	—	—	540	146
29	**7,054**	**2,570**	**4,258**	**1,584**	**162**	**60**	**2,634**	**926**
30	**9,169**	**3,872**	**5,520**	**2,397**	**210**	**91**	**3,439**	**1,384**
31	**683**	**620**	—	—	—	—	**683**	**620**
32	**6,325**	—	—	—	—	—	**6,325**	—
33	**49,258**	**30,756**	**10,674**	**4,334**	**11,976** (a) 2,106	**1,865** (a) 368	**24,502**	**24,189**
	£. 80,014		**£. 15,008**		**£. 13,841** (a) 2,474		**£. 48,691**	

TOTAL.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro ratâ* upon Labour.		Distributed *pro ratâ* upon Materials.		Fleet, Port, and National Charges.		
Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	
£.	£.	£.	£.	£.	£.	£.	£.	
16,869	4,998	5,325	2,629	1,326 (a) 10	280	10,208	2,089	1
308	1,467	308	1,467	—	—	—	—	2
1,600	*Cr. 65*	—	—	1,600	*Cr. 65*	—	—	3
7,749	375	—	—	7,749	375	—	—	4
1,819	176	—	—	(a) 1,819	(a) 176	—	—	5
537	106	—	—	537	106	—	—	6
1,340	700	—	—	1,340	700	—	—	7
16	1	—	—	16	1	—	—	8
18	—	—	—	18	—	—	—	9
426	1	—	—	426	1	—	—	10
—	156	—	—	—	156	—	—	11
—	*Cr. 26*	—	—	—	—	—	*Cr. 26*	12
13,813	**2,891**	**308**	**1,467**	**11,686** (a) 1,819	**1,274** (a) 176	—	*Cr. 26*	13
—	6	—	—	—	—	—	6	14
230	39	—	—	—	—	230	39	15
—	—	—	—	—	—	—	—	16
230	**45**	—	—	—	—	**230**	**45**	17
109	13	—	—	—	—	109	13	18
101	—	—	—	—	—	101	—	19
210	**13**	—	—	—	—	**210**	**13**	20
14,253	**2,949**	**308**	**1,467**	**11,686** (a) 1,819	**1,274** (a) 176	**440**	**32**	21
1,152	990	721	620	21	18	410	352	22
—	—	—	—	—	—	—	—	23
107	42	—	—	—	—	107	42	24
1,259	**1,032**	**721**	**620**	**21**	**18**	**517**	**394**	25
8,048	3,032	5,036	1,897	147	56	2,865	1,079	26
—	—	—	—	—	—	—	—	27
103	53	—	—	—	—	103	53	28
8,151	**3,085**	**5,036**	**1,897**	**147**	**56**	**2,968**	**1,132**	29
9,410	**4,117**	**5,757**	**2,517**	**168**	**74**	**3,485**	**1,526**	30
847	**1,065**	—	—	—	—	**847**	**1,065**	31
2,324	—	—	—	—	—	**2,324**	—	32
43,703	**13,129**	**11,390**	**6,613**	**13,180** (a) 1,829	**1,628** (a) 176	**17,304**	**4,712**	33
£. 56,832		**£. 18,003**		**£. 14,808** (a) 2,005		**£. 22,016**		

(a) Distributed *pro ratâ* upon the net value of Steam Vessel Coal supplied to Ships, other Departments of Government, India, &c. (*see* page 121).

	TOTAL.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro ratâ* upon Labour.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro ratâ* upon Materials.		INDIRECT EXPENSES DUE TO Fleet, Port, and National Charges.	
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).
	£.	£.	£.	£.	£.	£.	£.	£.
1	7,113	3,227	1,332	*Cr.* 82	723 (*a*) 4	230	5,054	3,079
2	146	528	146	528	—	—	—	—
3	417	2	—	—	417	2	—	—
4	2,951	40	—	—	2,951	40	—	—
5	1,255	455	—	—	(*a*) 1,255	(*a*) 455	—	—
6	316	39	—	—	300	36	16	3
7	296	56	—	—	234	54	62	2
8	7	—	—	—	7	—	—	—
9	4	—	—	—	4	—	—	—
10	114	2	—	—	114	2	—	—
11	—	169	—	—	—	169	—	—
12	—	*Cr.* 2	—	—	—	—	—	*Cr.* 2
13	**5.506**	**1.289**	**146**	**528**	**4.027** (*a*) 1,255	**303** (*a*) 455	**78**	**3**
14	—	—	—	—	—	—	—	—
15	76	8	—	—	—	—	76	8
16	—	—	—	—	—	—	—	—
17	**76**	**8**	—	—	—	—	**76**	**8**
18	801	537	—	—	—	—	801	537
19	79	—	—	—	—	—	79	—
20	**880**	**537**	—	—	—	—	**880**	**537**
21	**6.462**	**1.834**	**146**	**528**	**4.027** (*a*) 1,255	**303** (*a*) 455	**1,034**	**548**
22	1,475	955	1,102	714	—	—	373	241
23	—	—	—	—	—	—	—	—
24	—	—	—	—	—	—	—	—
25	**1.475**	**955**	**1,102**	**714**	—	—	**373**	**241**
26	2,125	478	1,588	357	—	—	537	121
27	—	—	—	—	—	—	—	—
28	—	*Cr.* 1	—	—	—	—	—	*Cr.* 1
29	**2,125**	**477**	**1,588**	**357**	—	—	**537**	**120**
30	**3,600**	**1.432**	**2,690**	**1,071**	—	—	**910**	**361**
31	—	—	—	—	—	—	—	—
32	**3,583**	—	—	—	—	—	**3,583**	—
33	**20,758**	**6,493**	**4,168**	**1,517**	**4.750** (*a*) 1,259	**533** (*a*) 455	**10,581**	**3,988**
	£. 27,251		£. 5,685		£. 5.283 (*a*) 1,714		£. 14,569	

TOTAL.		INDIRECT EXPENSES DUE TO SHIPS AND SERVICES.				Fleet, Port, and National Charges.		
		Distributed *pro rata* upon Labour.		Distributed *pro rata* upon Materials.				
Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	
£.	£.	£.	£.	£.	£.	£.	£.	
4,934	1,408	1,342	355	164	43	3,428	1,010	1
235	467	235	467	—	—	—	—	2
479	56	—	—	479	56	—	—	3
1,464	72	—	—	1,464	72	—	—	4
173	*Cr. 194*	—	—	(*a*) 173	(*a*)*Cr.194*	—	—	5
57	68	—	—	57	68	—	—	6
60	1	—	—	60	1	—	—	7
10	1	—	—	10	1	—	—	8
—	—	—	—	—	—	—	—	9
81	—	—	—	81	—	—	—	10
—	15	—	—	—	15	—	—	11
—	—	—	—	—	—	—	—	12
2,559	**486**	**235**	**467**	**2,151** (*a*) 173	**213** (*a*)*Cr.194*	—	—	13
—	—	—	—	—	—	—	—	14
—	—	—	—	—	—	—	—	15
—	—	—	—	—	—	—	—	16
—	—	—	—	—	—	—		17
—	—	—	—	—	—	—	—	18
—	—	—	—	—	—	—	—	19
—	—	—	—	—	—	—	—	20
2,559	**486**	**235**	**467**	**2,151** (*a*) 173	**213** (*a*)*Cr.194*	—	—	21
123	29	75	18	—	—	48	11	22
—	—	—	—	—	—	—	—	23
—	—	—	—	—	—	—		24
123	**29**	**75**	**18**	—	—	**48**	**11**	25
1,346	479	821	292	—	—	525	187	26
—	—	—	—	—	—	—	—	27
—	—	—	—	—	—	—	—	28
1,346	**479**	**821**	**292**	—	—	**525**	**187**	29
1,469	**508**	**896**	**310**	—	—	**573**	**198**	30
—	—	—	—	—	—	—	—	31
1,274	—	—	—	—	—	**1,274**	—	32
10,236	**2,402**	**2,473**	**1,132**	**2,315** (*a*) 173	**256** (*a*)*Cr.194*	**5,275**	**1,208**	33
£. 12,638		£. 3,605		£. 2,571 (*a*) *Cr. 21*		£. 6,483		

INCIDENTAL SERVICES—HOME YARDS—*continued.*

	DEPTFORD.		HAULBOWLINE AND PORTLAND.		TOTAL HOME YARDS.									
							INDIRECT EXPENSES DUE TO							
							SHIPS AND SERVICES.						Unappropriated Charges (Deptford and Haulbowline).	
	TOTAL. (Unappropriated.)		TOTAL. (Unappropriated.)		TOTAL.		Distributed *pro ratâ* upon Labour.		Distributed *pro ratâ* upon Materials.		Fleet, Port, and National Charges.			
	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).	Labour.	Materials (Net).
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	444	264	743 (b) 147	913	73,651	42,073	18,867	5,418	6,279 (a) 51	1,775 (a) 28	47,267	33,675	1,187	1,177
2	—	—	—	104	1,688	5,921	1,688	5,817	—	—	—	—	—	104
3	562	38	9	—	5,894	344	—	—	5,323	306	—	—	571	38
4	2,209	81	213	9	32,072	1,442	—	—	29,650	1,352	—	—	2,422	90
5	—	—	472 (b) 395	201	10,236	2,352	—	—	(a) 9,369	(a) 2,151	395	—	472	201
6	36	49	6	6	2,157	583	—	—	2,099	525	16	3	42	55
7	3,368	7,481	16	*Cr. 5*	7,104	9,174	—	—	3,658	1,696	62	2	3,384	7,476
8	19	—	3	—	147	3	—	—	125	3	—	—	22	—
9	—	—	1	—	66	1	—	—	65	1	—	—	1	—
10	—	—	3	*Cr. 6*	1,401	*Cr. 24*	—	—	1,398	*Cr. 18*	—	—	3	*Cr. 6*
11	—	103	—	—	18	793	—	—	18	690	—	—	—	103
12	—	184	—	—	2	154	—	—	—	—	2	*Cr. 30*	—	184
13	6,194	7,936	723 (b) 395	309	60,785	20,743	1,688	5,817	42.336 (a) 9,369	4.555 (a) 2,151	475	*Cr. 25*	6,917	8,245
14	—	—	—	—	5,691	603	—	—	—	—	5,691	603	—	—
15	—	—	—	—	1,505	256	—	—	—	—	1,505	256	—	—
16	—	—	—	—	176	26	—	—	—	—	176	26	—	—
17	—	—	—	—	7,372	885	—	—	—	—	7,372	885	—	—
18	—	—	—	—	2,457	1,362	—	—	—	—	2,457	1,362	—	—
19	—	—	5	—	629	—	—	—	—	—	624	—	5	—
20	—	—	5	—	3,086	1,362	—	—	—	—	3,081	1,362	5	—
21	6,194	7,936	728 (b) 395	309	71,243	22,990	1,688	5,817	42.336 (a) 9,369	4.555 (a) 2,151	10,928	2,222	6,922	8,245
22	—	—	188	254	5,792	4,040	3,688	2,490	82	57	1,834	1,239	188	254
23	—	—	—	—	107	32	2	1	—	—	105	31	—	—
24	11	9	—	—	320	109	—	—	—	—	309	100	11	9
25	11	9	188	254	6,219	4,181	3,690	2,491	82	57	2,248	1,370	199	263
26	—	—	177 (b) 104	198 (b) 6	24,709	9,273	15,363	5,650	395	152	8,774	3,273	177	198
27	—	—	—	—	33	11	5	2	—	—	28	9	—	—
28	1,249	333	—	—	2,774	865	—	—	—	—	1,525	532	1,249	333
29	1,249	333	177 (b) 104	198 (b) 6	27,516	10.149	15,368	5,652	395	152	10,327	3,814	1,426	531
30	1,260	342	365 (b) 104	452 (b) 6	33,735	14,330	19,058	8,143	477	209	12,575	5,184	1,625	794
31	—	—	—	—	4,751	7 343	—	—	—	—	4,751	7,343	—	—
32	87	—	—	—	21,199	—	—	—	—	—	21.112	—	87	—
33	7,985	8,542	1.836 (b) 646	1.674 (b) 6	204,579	86,736	39,613	19,378	49.092 (a) 9,420	6.539 (a) 2,179	96,633	48.424	9,821	10,216
	£. 16,527		£. 3.510 (b) 652		£. 291,315		£. 58,991		£. 55.631 (a) 11.599		£. 145,057		£. 20,037	

(a) Distributed *pro ratâ* upon the net value of Steam Vessel Coal supplied to Ships, other Departments of Government, India, &c. (*see* page 121).
(b) Portland, due to Fleet, Port, and National Charges.

ESTABLISHMENT, &c., CHARGES—*contd.*

2. DETAILS OF ESTABLISHMENT AND

DETAILED HEAD OF CHARGE. (*Continuation*).	PORTSMOUTH. TOTAL.	INDIRECT EXPENSES DUE TO SHIPS AND SERVICES. Distributed *pro ratâ* upon Labour.	Distributed *pro ratâ* upon Materials.	Coaling the Fleet, &c.	Fleet, Port, and National Charges.	
	£.	£.	£.	£.	£.	
Yard, &c., Services (Brought forward)	93,891	16,690	19,128	5,427	52,646	1
Salaries of Superintendents, Professional Officers, Clerks, &c. (exclusive of Inspectors of Shipwrights)	42,262	20,847	9,439	—	11,976	2
Emoluments paid to ditto, out of Votes other than Vote 8	607	—	—	—	607	3
Addition of 10 per cent. to foregoing salaries, on account of pensions, &c.	4,226	2,085	944	—	1,197	4
Addition of 10 per cent. to the wages of established workmen (including Inspectors of Shipwrights), on account of pensions, &c.	16,887	16,608	—	—	279	5
Medicines, &c.	38	38	—	—	—	6
Wages of Police Force	12,981	—	—	—	12,981	7
Pensions of Police Force	1,670	—	—	—	1,670	8
Contingencies	1,909	637	636	—	636	9
Freight and sundry expenses connected with Naval stores	3,255	—	3,255	—	—	10
Rents, rates, taxes, and water	4,447	1,483	1,482	—	1,482	11
Gas, &c.	3,937	980 (*a*) 686	484	—	1,787	12
Buildings, Docks, &c.—New Works and Maintenance	73,864	9,317	7,923	—	56,624	13
Temporary superintendence of engineering and architectural works, &c.	7,726	1,170	928	—	5,628	14
New Yard Machinery—purchased by Contract	6,234	3,566	84	—	2,584	15
Gun Mountings, Machinery, &c., Vote 8, Section III., issued to Gun Mounting Store, &c.	621	82	2	—	537	16
Expenses incurred for, and at Other Yards, not chargeable to the Yard at which the Work was done	*Cr. 298*	10	—	—	*Cr. 308*	17
TOTAL, ESTABLISHMENT AND INCIDENTAL SERVICES £.	**274,257**	**73,513** (*a*) 686	**44,305**	**5,427**	**150,326**	18

(*a*) Charged direct to the service as incurred, but included as Incidentals.

DEVONPORT.

	TOTAL.	INDIRECT EXPENSES DUE TO			
		SHIPS AND SERVICES.		Coaling the Fleet, &c.	Fleet, Port, and National Charges.
		Distributed *pro rata* upon Labour.	Distributed *pro rata* upon Materials.		
	£.	£.	£.	£.	£.
1	80,014	15,008	13,841	2,474	48,691
2	36,492	17,360	8,827	—	10,305
3	388	—	—	—	388
4	3,649	1,736	883	—	1,030
5	12,330	12,022	—	—	308
6	122	122	—	—	—
7	8,424	—	—	—	8,424
8	1,270	—	—	—	1,270
9	1,033	344	345	—	344
10	1,776	—	1,776	—	—
11	1,180	393	394	—	393
12	2,107	598 (*a*) 37	372	—	1,100
13	43,702	4,063	3,170	—	36,469
14	4,414	478	369	—	3,567
15	4,312	2,820	107	—	1,385
16	253	166	6	—	81
17	*Cr.* 22	*Cr.* 10	—	—	*Cr.* 12
18	201,444	55,100 (*a*) 37	30,090	2,474	113,743

CHATHAM.

TOTAL.	INDIRECT EXPENSES DUE TO				
	SHIPS AND SERVICES.		Coaling the Fleet, &c.	Fleet, Port, and National Charges.	
	Distributed *pro ratâ* upon Labour.	Distributed *pro ratâ* upon Materials.			
£.	£.	£.	£.	£.	
56,832	18,003	14,808	2,005	22,016	1
31,959	16,429	6,813	—	8,717	2
370	—	—	—	370	3
3,196	1,643	681	—	872	4
11,346	11,237	—	—	109	5
37	37	—	—	—	6
10,565	—	—	—	10,565	7
1,333	—	—	—	1,333	8
1,159	386	386	—	387	9
1,401	—	1,401	—	—	10
639	213	213	—	213	11
1,465	694 (*a*) 61	325	—	385	12
35,135	7,099	2,894	—	25,142	13
3,499	758	322	—	2,419	14
6,551	4,099	120	—	2,332	15
78	49	1	—	28	16
—	—	—		—	17
165,565	**60,647** (*a*) 61	**27,964**	**2,005**	**74,888**	18

(*a*) Charged direct to the service as incurred, but included as Incidentals.

SHEERNESS.

	TOTAL.	INDIRECT EXPENSES DUE TO			
		SHIPS AND SERVICES.		Coaling the Fleet, &c.	Fleet, Port, and National Charges.
		Distributed *pro rata* upon Labour.	Distributed *pro rata* upon Materials.		
	£.	£.	£.	£.	£.
1	27,251	5,685	5,283	1,714	14,569
2	17,809	7,785	4,927	—	5,097
3	255	—	—	—	255
4	1,781	778	493	—	510
5	4,924	4,791	—	—	133
6	24	24	—	—	—
7	3,099	—	—	—	3,099
8	294	—	—	—	294
9	617	206	206	—	205
10	449	—	449	—	—
11	272	90	91	—	91
12	1,170	392 (*a*) 11	237	—	530
13	4,285	1,301	1,174	—	1,810
14	539	169	142	—	228
15	2,228	1,665	—	—	563
16	10	7	—	—	3
17	—	—	—	—	—
18	**65,007**	**22,893** (*a*) 11	**13,002**	**1,714**	**27,387**

TOTAL.	INDIRECT EXPENSES DUE TO				
	SHIPS AND SERVICES.		Coaling the Fleet, &c.	Fleet, Port, and National Charges.	
	Distributed *pro ratâ* upon Labour.	Distributed *pro ratâ* upon Materials.			
£.	£.	£.	£.	£.	
12,638	3,605	2,571	*Cr. 21*	6,483	1
11,894	5,641	2,831	—	3,422	2
96	—	—	—	96	3
1,189	564	283	—	342	4
4,278	4,204	—	—	74	5
26	26	—	—	—	6
2,665	—	—	—	2,665	7
168	—	—	—	168	8
567	189	189	—	189	9
198	—	198	—	—	10
8	3	2	—	3	11
964	258 (*a*) 60	136	—	510	12
5,003	2,138	1,266	—	1,599	13
561	231	131	—	199	14
652	398	—	—	254	15
—	—	—	—	—	16
—	—	—	—	—	17
40,907	**17,257** (*a*) 60	**7,607**	*Cr. 21*	**16,004**	18

(*a*) Charged direct to the service as incurred, but included as Incidentals.

INCIDENTAL SERVICES—HOME YARDS—*continued.*

	DEPTFORD.	HAULBOWLINE, AND PORTLAND.			TOTAL.					
						INDIRECT EXPENSES DUE TO				
						SHIPS AND SERVICES.				
	TOTAL. (Unappropriated.)	TOTAL.	Fleet, Port, and National Charges.	Unappropriated Charges.	TOTAL.	Distributed *pro ratâ* upon Labour.	Distributed *pro ratâ* upon Materials.	Coaling the Fleet, &c.	Fleet, Port, and National Charges.	Unappropriated Charges (Deptford and Haulbowline).
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	16,527	3,510 (*b*) 652	652	3,510	291,315	58,991	55,631	11,599	145,057	20,037
2	3,697	259 (*b*) 100	100	259	144,472	68,062	32,837	—	39,617	3,956
3	—	(*b*) 163	163	—	1,879	—	—	—	1,879	—
4	370	26 (*b*) 10	10	26	14,447	6,806	3,284	—	3,961	396
5	163	—	—	—	49,928	48,862	—	—	903	163
6	5	—	—	—	252	247	—	—	—	5
7	284	—	—	—	38,018	—	—	—	37,734	284
8	—	—	—	—	4,735	—	—	—	4,735	—
9	182	1 (*b*) 17	17	1	5,485	1,762	1,762	—	1,778	183
10	3,182	37	—	37	10,298	—	7,079	—	—	3,219
11	—	(*b*) 5	5	—	6,551	2,182	2,182	—	2,187	—
12	—	—	—	—	9,643	2,922 (*a*) 855	1,554	—	4,312	—
13	—	(*c*) 3,747 (*b*) 27,522	28,050	3,219	193,258	23,918	16,427	—	149,694	3,219
14	—	(*d*) 353 (*b*) 2,587	2,637	303	19,679	2,806	1,892	—	14,678	303
15	—	1,305 (*b*) 224	224	1,305	21,506	12,548	311	—	7,342	1,305
16	—	—	—	—	962	304	9	—	649	—
17	—	1 (*b*) 182	182	1	*Cr. 137*	—	—	—	*Cr. 138*	1
18	24,410	9,239 (*b*) 31,462	32,040	8,661	812,291	229,410 (*a*) 855	122,968	11,599	414,388	33,071

(*b*) Portland. (*c*) Includes 528 *l.* for work done at Mylor. (*d*) Includes 50 *l.* for work done at Mylor.

ESTABLISHMENT, &c., CHARGES—*contd.*

3. DETAILS OF ESTABLISHMENT AND

Number of Line.	DETAILED HEAD OF CHARGE.	MALTA. Wages.	MALTA. Materials (Net).	MALTA. Payments for Salaries, &c., and other Charges.	BERMUDA. Wages.	BERMUDA. Materials (Net).	BERMUDA. Payments for Salaries, &c., and other Charges.	Number of Line.
	YARD AND OTHER SERVICES:	£.	£.	£.	£.	£.	£.	
1	Harbour and Dockyard Gear: viz., cables, pendants, chains, &c.	610	2,063	—	325	410	—	1
2	Moorings at other Ports	—	4	—	—	—	—	2
3	Opening and shutting dock gates and penstocks, &c.	4	3	—	—	—	—	3
4	Transporting hawsers, launching rope gear, rope for guys, &c.	343	894	—	302	300	—	4
5	Replacement and maintenance of yard boats	324	93	—	198	74	—	5
6	Crabs, winches, carts, waggons, timber carriages, sledges, &c.	47	16	—	74	43	—	6
7	Materials and labour for mould loft (including pay of draughtsmen, modellers, &c.)	21	8	—	—	—	—	7
8	Fire engines, buckets, hoses, &c., and expenses connected with their use	80	100	—	80	*Cr.* 8	—	8
9	Surveying timber	40	—	—	2	—	—	9
10	Surveying stores	5	3	—	6	—	—	10
11	Surveying coals for Her Majesty's Ships and Vessels for steaming purposes	—	—	—	1	—	—	11
12	Cleaning and clearing the yard and docks	502	61	—	704	51	—	12
13	Coals, candles, furniture, and other stores for officers' offices, &c.	199	131	—	53	65	—	13
14	Dockyard chapel, chemical lecture room and laboratory, &c.	51	49	—	12	19	—	14
15	Wages of single-stationed men and boats' crews, &c.	1,237	42	—	1,088	133	—	15
16	Wages of apprentices whilst at school, &c.	160	8	—	22	—	—	16
17	Hurt money	127	—	—	74	—	—	17
18	Holidays	952	—	—	643	—	—	18
19	Other miscellaneous charges	271	1,206	—	487	132	—	19
20	**TOTAL—YARD AND OTHER SERVICES** £.	**4,973**	**4,681**	—	**4,071**	**1,219**	—	20
	STOREKEEPING, &c.:							
	Naval Stores:							
21	Loan tool stores, including repair, &c., of tools for general service of the yards	125	390	—	19	131	—	21
22	Landing, receiving, depositing, issuing, and expenses incidental to the custody of timber	444	44	—	63	1	—	22
23	Landing, receiving, depositing, issuing, and expenses incidental to the custody of stores	2,051	101	—	1,499	53	—	23
24	Landing, receiving, depositing and issuing coals for H.M. Ships and Vessels for steaming purposes	4,344	153	—	925	377	—	24
25	Preservation of timber, boats, and other stores	319	73	—	116	111	—	25
26	Shipping off timber and stores to other yards at home and abroad	137	*Cr.* 98	—	55	2	—	26
27	Continuous stock-taking	15	—	—	1	—	—	27
28	Breaking up stores condemned by survey	—	—	—	14	—	—	28
29	Expenses in connection with the sale of old or surplus timber and stores, &c.	98	4	—	3	—	—	29
30	Patterns issued to Pattern Rooms	—	—	—	—	—	—	30
31	Wages of artificers, &c., at stations from which Expense Accounts are not received	—	—	—	—	—	—	31
32	Other miscellaneous charges	—	118	—	—	—	—	32
33	**TOTAL** £.	**7,533**	**785**	—	**2,695**	**675**	—	33
34	**Gun Mounting, &c., Store**	**131**	**27**	—	**43**	**1**	—	34
35	**Naval Establishments on Shore**	**330**	—	—	**221**	**7**	—	35
36	**TOTAL—STOREKEEPING, &c.** £.	**7,994**	**812**	—	**2,959**	**683**	—	36
	OTHER SERVICES:							
37	Yard Machinery: New: Work done at Foreign Yards	602	798	—	108	57	—	37
38	Yard Machinery: New: Work done at Home Yards	—	—	—	—	—	—	38
39	Yard Machinery: Repairs: Work done at Foreign Yards	1,786	899	—	1,403	305	—	39
40	Yard Machinery: Repairs: Work done at Home Yards	—	—	—	—	—	—	40
41	Yard Machinery: Obtained by contract	—	—	6,598	—	—	515	41
42	Yard Machinery: Repairs of floating dock (Bermuda)	—	—	—	5,202	1,196	—	42
43	Yard Machinery: For Victualling Yards, Hospitals, &c.: New	284	82	—	—	—	—	43
44	Yard Machinery: For Victualling Yards, Hospitals, &c.: Repairs	284	38	—	1	—	—	44
45	Tugs and Yard Craft, pay, &c., of crews	2,408	—	—	704	—	—	45
46	Experiments, &c.	119	89	—	—	—	—	46
47	Salaries of Superintendent, professional officers, and clerks (exclusive of Inspectors of Shipwrights)	—	—	13,798	—	—	7,710	47
48	Emoluments paid to ditto out of Votes other than Vote 8	—	—	—	—	—	—	48
49	Addition of 10 per cent. to foregoing salaries, on account of pensions	—	—	1,380	—	—	771	49
50	Addition of 10 per cent. to the wages of established workmen (including Inspectors of Shipwrights) on account of pensions, &c.	—	—	440	—	—	537	50
51	Medicines	—	—	15	—	—	25	51
52	Wages, &c. of police force	—	—	4,194	—	—	1,070	52
53	Pensions of police force	—	—	30	—	—	—	53
54	Contingencies	—	—	232	—	—	172	54
55	Freight and sundry expenses connected with Naval stores	—	—	4,445	—	—	1,722	55
56	Rents, rates, taxes, and water	—	—	401	—	—	—	56
57	Lighting with gas	—	—	549	—	—	—	57
58	Buildings, docks, &c., new works, and maintenance	—	—	11,597	—	—	7,901	58
59	Temporary superintendence, &c. of engineering and architectural works, &c.	—	—	1,180	—	—	743	59
60	**TOTAL** £.	**5,483**	**1,906**	**44,859**	**7,418**	**1,558**	**21,166**	60
	TOTAL ESTABLISHMENT AND INCIDENTAL SERVICES £.	**18,450**	**7,399**	**44,859**	**14,448**	**3,460**	**21,166**	
			£. 70,708			£. 39,074		

	HONG KONG.			CAPE OF GOOD HOPE.		
	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.
	£.	£.	£.	£.	£.	£.
1	156	520	—	188	511	—
2	—	—	—	—	—	—
3	—	—	—	—	—	—
4	24	14	—	13	118	—
5	118	64	—	88	53	—
6	32	29	—	62	38	—
7	—	—	—	—	—	—
8	101	189	—	84	58	—
9	2	—	—	—	—	—
10	1	1	—	—	—	—
11	—	—	—	—	—	—
12	150	29	—	79	39	—
13	8	29	—	16	19	—
14	6	72	—	17	16	—
15	181	81	—	172	10	—
16	—	—	—	—	—	—
17	75	—	—	96	—	—
18	205	—	—	163	—	—
19	118	5	—	*Cr. 66*	4	—
20	1,177	1,033	—	912	866	—
21	1	27	—	6	72	—
22	80	—	—	212	11	—
23	1,271	17	—	605	33	—
24	687	*Cr. 15*	—	392	233	—
25	100	49	—	109	47	—
26	28	*Cr. 70*	—	74	*Cr. 22*	—
27	22	—	—	33	—	—
28	6	—	—	18	—	—
29	26	—	—	8	—	—
30	—	—	—	—	—	—
31	—	—	—	—	—	—
32	—	—	—	—	10	—
33	2,221	8	—	1,547	384	—
34	73	10	—	36	7	—
35	7	—	—	30	—	—
36	2,301	18	—	1,613	391	—
37	165	292	—	125	36	—
38	—	—	—	—	—	—
39	366	212	—	323	96	—
40	—	—	—	—	—	—
41	—	—	879	—	—	724
42	—	—	—	—	—	—
43	—	—	—	—	—	—
44	13	6	—	—	—	—
45	130	—	—	779	—	—
46	—	—	—	—	—	—
47	—	—	9,181	—	—	3,813
48	—	—	548	—	—	—
49	—	—	918	—	—	381
50	—	—	132	—	—	134
51	—	—	—	—	—	—
52	—	—	2,375	—	—	640
53	—	—	—	—	—	—
54	—	—	105	—	—	115
55	—	—	2,817	—	—	2,745
56	—	—	153	—	—	50
57	—	—	127	—	—	—
58	—	—	2,533	—	—	5,613
59	—	—	264	—	—	533
60	974	510	20,032	1,227	132	14,748
	4,452	1,561	20,032	3,752	1,389	14,748
	£. 26,045			£. 19,889		

GIBRALTAR.			JAMAICA.			
Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	
£.	£.	£.	£.	£.	£.	
75	36	—	384	340	—	1
—	—	—	—	—	—	2
—	—	—	15	11	—	3
134	65	—	42	136	—	4
87	42	—	60	27	—	5
66	26	—	13	15	—	6
—	—	—	—	—	—	7
50	21	—	112	50	—	8
—	—	—	—	—	—	9
—	—	—	—	—	—	10
—	—	—	4	—	—	11
86	5	—	114	12	—	12
54	13	—	7	7	—	13
10	4	—	1	4	—	14
333	—	—	114	10	—	15
—	—	—	—	—	—	16
20	—	—	3	—	—	17
53	—	—	45	—	—	18
19	2	—	412	269	—	19
987	**214**	—	**1,326**	**881**	—	20
200	80	—	—	—	—	21
55	—	—	15	—	—	22
177	16	—	331	2	—	23
1,292	209	—	226	31	—	24
19	6	—	80	24	—	25
14	*Cr.* 5	—	6	1	—	26
4	—	—	14	—	—	27
16	5	—	—	—	—	28
2	—	—	10	—	—	29
—	—	—	—	—	—	30
—	—	—	—	—	—	31
—	—	—	—	—	—	32
1,779	**311**	—	**682**	**58**	—	33
—	—	—	—	—	—	34
4	—	—	**11**	—	—	35
1,783	**311**	—	**693**	**58**	—	36
—	—	—	—	20	—	37
—	—	—	—	—	133	38
336	39	—	57	16	—	39
—	—	—	—	—	—	40
—	—	100	—	—	—	41
—	—	—	—	—	—	42
—	—	—	—	—	—	43
190	174	—	—	—	—	44
684	—	—	1,657	—	—	45
—	—	—	—	—	—	46
—	—	2,391	—	—	2,474	47
—	—	—	—	—	55	48
—	—	239	—	—	247	49
—	—	72	—	—	80	50
—	—	—	—	—	—	51
—	—	554	—	—	1,183	52
—	—	—	—	—	—	53
—	—	52	—	—	34	54
—	—	203	—	—	170	55
—	—	686	—	—	—	56
—	—	130	—	—	—	57
—	—	6,627	—	—	4,986	58
—	—	650	—	—	469	59
1,210	**213**	**11,704**	**1,714**	**36**	**9,831**	60
3,980	**738**	**11,704**	**3,733**	**975**	**9,831**	
	£. 16,422			**£. 14,539**		

	HALIFAX.			TRINCOMALIE.		
	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.
	£.	£.	£.	£.	£.	£.
1	181	215	—	34	32	—
2	—	—	—	—	—	—
3	—	—	—	—	—	—
4	57	19	—	8	17	—
5	67	55	—	30	58	—
6	50	26	—	40	10	—
7	9	4	—	—	—	—
8	45	29	—	64	12	—
9	1	—	—	—	—	—
10	—	—	—	1	—	—
11	—	—	—	—	—	—
12	197	3	—	150	3	—
13	44	68	—	16	4	—
14	8	41	—	7	—	—
15	194	2	—	231	4	—
16	—	—	—	—	—	—
17	26	—	—	1	—	—
18	144	—	—	21	—	—
19	262	163	—	40	33	—
20	**1,285**	**625**	—	**643**	**173**	—
21	13	44	—	9	40	—
22	54	—	—	94	2	—
23	392	9	—	186	18	—
24	623	52	—	479	131	—
25	17	55	—	73	25	—
26	16	*Cr.* 7	—	—	—	—
27	4	—	—	4	—	—
28	3	—	—	2	—	—
29	6	—	—	6	—	—
30	—	2	—	—	—	—
31	—	—	—	—	—	—
32	—	—	—	—	—	—
33	**1,128**	**155**	—	**853**	**216**	—
34	**21**	**2**	—	**5**	**2**	—
35	**5**	—	—	**2**	—	—
36	**1,154**	**157**	—	**860**	**218**	—
37	169	347	—	—	—	—
38	—	—	—	—	—	—
39	252	189	—	3	7	—
40	—	—	—	—	—	—
41	—	—	—	—	—	—
42	—	—	—	—	—	—
43	—	—	—	—	—	—
44	—	—	—	—	—	—
45	—	—	—	47	—	—
46	—	—	—	—	—	—
47	—	—	2,095	—	—	1,397
48	—	—	—	—	—	—
49	—	—	210	—	—	140
50	—	—	95	—	—	30
51	—	—	—	—	—	—
52	—	—	628	—	—	304
53	—	—	—	—	—	—
54	—	—	22	—	—	55
55	—	—	751	—	—	586
56	—	—	202	—	—	4
57	—	—	98	—	—	—
58	—	—	4,702	—	—	2,068
59	—	—	470	—	—	194
60	**421**	**536**	**9,273**	**50**	**7**	**4,778**
	2,860	**1,318**	**9,273**	**1,553**	**398**	**4,778**
	£. 13,451			£. 6,729		

ESQUIMALT.			SYDNEY.			
Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	
£.	£.	£.	£.	£.	£.	
72	725	—	19	271	—	1
—	—	—	—	29	—	2
—	—	—	—	—	—	3
7	3	—	—	—	—	4
25	17	—	8	27	—	5
71	18	—	24	—	—	6
—	—	—	—	4	—	7
75	56	—	110	43	—	8
—	—	—	—	—	—	9
—	—	—	6	—	—	10
—	—	—	—	—	—	11
84	5	—	77	1	—	12
96	210	—	5	22	—	13
3	54	—	—	—	—	14
10	5	—	112	—	—	15
—	—	—	—	—	—	16
5	—	—	—	—	—	17
161	—	—	13	—	—	18
298	116	—	163	46	—	19
907	**1,209**	—	**537**	**443**	—	20
10	29	—	11	173	—	21
25	—	—	9	1	—	22
722	51	—	543	30	—	23
905	40	—	—	59	—	24
54	30	—	51	62	—	25
11	2	—	1	*Cr.* 43	—	26
5	—	—	8	—	—	27
—	—	—	1	—	—	28
11	—	—	18	—	—	29
—	—	—	—	—	—	30
—	—	—	—	—	—	31
—	—	—	—	—	—	32
1,743	**152**	—	**642**	**282**	—	33
518	**50**	—	**2**	—	—	34
—	—	—	—	—	—	35
2,261	**202**	—	**644**	**282**	—	36
59	10	—	—	—	—	37
—	—	—	—	—	—	38
90	40	—	—	—	—	39
—	—	—	—	—	—	40
—	—	19	—	—	—	41
—	—	—	—	—	—	42
—	—	—	—	—	—	43
—	—	—	—	—	—	44
—	—	—	—	—	—	45
—	—	—	—	—	—	46
—	—	3,521	—	—	5,547	47
—	—	—	—	—	—	48
—	—	352	—	—	555	49
—	—	129	—	—	13	50
—	—	—	—	—	—	51
—	—	—	—	—	—	52
—	—	—	—	—	—	53
—	—	275	—	—	37	54
—	—	2,404	—	—	1,329	55
—	—	137	—	—	—	56
—	—	—	—	—	27	57
—	—	702	—	—	230	58
—	—	79	—	—	25	59
149	**50**	**7,618**	—	—	**7,763**	60
3,317	**1,461**	**7,618**	**1,181**	**725**	**7,763**	
£. 12,396			£. 9,669			

INCIDENTAL SERVICES—FOREIGN YARDS.

	DEPOTS, &c. (net rendering Expense Accounts).			TOTAL.			DETAILED HEAD OF CHARGE.	Number of Line.
	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.	Wages.	Materials (Net).	Payments for Salaries, &c., and other Charges.		
	£.	£.	£.	£.	£.	£.	**YARD AND OTHER SERVICES:**	
1	—	—	—	2,044	5,123	—	Harbour and Dockyard Gear: viz., cables, pendants, chains, &c.	1
2	—	—	—	—	33	—	Moorings at other Ports	2
3	—	—	—	19	14	—	Opening and shutting dock gates and penstocks, &c.	3
4	—	—	—	930	1,566	—	Transporting hawsers, launching rope gear, rope for guys, &c.	4
5	—	—	—	1,005	510	—	Replacement and maintenance of yard boats	5
6	—	—	—	479	221	—	Crabs, winches, carts, waggons, timber carriages, sledges, &c.	6
7	—	—	—	30	16	—	Materials and labour for mould loft (including pay of draughtsmen, modellers, &c.).	7
8	—	—	—	801	550	—	Fire engines, buckets, hoses, &c., and expenses connected with their use.	8
9	—	—	—	45	—	—	Surveying timber	9
10	—	—	—	19	4	—	Surveying stores	10
11	—	—	—	·5	—	—	Surveying coals for Her Majesty's Ships and Vessels for steaming purposes.	11
12	—	—	—	2,143	209	—	Cleaning and clearing the yard and docks	12
13	—	—	—	498	568	—	Coals, candles, furniture, and other stores for officers' offices, &c.	13
14	—	—	—	115	259	—	Dockyard chapel, chemical lecture room and laboratory, &c.	14
15	—	—	—	3,672	287	—	Wages of single-stationed men and boats' crews, &c.	15
16	—	—	—	182	8	—	Wages of apprentices whilst at school, &c.	16
17	—	—	—	427	—	—	Hurt money	17
18	—	—	—	2,400	—	—	Holidays	18
19	—	—	—	2,004	1,976	—	Other miscellaneous charges	19
20	—	—	—	**16,818**	**11,344**	—	£. - - - **TOTAL—YARD AND OTHER SERVICES.**	20
							STOREKEEPING, &c.:	
							Naval Stores:	
21	—	—	—	394	986	—	Loan tool stores, including repair, &c., of tools for general service of the yards.	21
22	—	—	—	1,051	59	—	Landing, receiving, depositing, issuing, and expenses incidental to the custody of timber.	22
23	—	—	—	7,867	330	—	Landing, receiving, depositing, issuing, and expenses incidental to the custody of stores.	23
24	—	—	—	9,873	1,270	—	Landing, receiving, depositing, and issuing coals for H.M. Ships and Vessels for steaming purposes.	24
25	—	—	—	938	482	—	Preservation of timber, boats, and other stores	25
26	—	—	—	342	*Cr. 240*	—	Shipping off timber and stores to other yards at home and abroad	26
27	—	—	—	110	—	—	Continuous stock-taking	27
28	—	—	—	60	5	—	Breaking up stores condemned by survey	28
29	—	—	—	188	4	—	Expenses in connection with the sale of old or surplus timber and stores, &c.	29
30	—	106	—	—	108	—	Patterns issued to Pattern Rooms	30
31	302	—	—	302	—	—	Wages of artificers, &c., at stations from which Expense Accounts are not received.	31
32	—	—	—	—	128	—	Other miscellaneous charges.	32
33	**302**	**106**	—	**21,125**	**3,132**	—	£. - - - **TOTAL.**	33
34	—	—	—	**829**	**99**	—	- - - **Gun Mounting, &c., Store.**	34
35	—	—	—	**610**	**7**	—	- - - **Naval Establishments on Shore.**	35
36	**302**	**106**	—	**22,564**	**3,238**	—	£. - - - **TOTAL—STOREKEEPING, &c.**	36
							OTHER SERVICES:	
37	—	—	—	1,228	1,560	—	Work done at Foreign Yards - - } New	37
38	—	—	4	—	—	137	Work done at Home Yards - - }	38
39	—	—	—	4,616	1,803	—	Work done at Foreign Yards - - } Repairs	39
40	—	—	—	—	—	—	Work done at Home Yards - - }	40
41	—	—	443	—	—	9,278	Obtained by contract - - - - - } Yard Machinery.	41
42	—	—	—	5,202	1,196	—	Repairs of floating dock (Bermuda) - -	42
43	—	—	—	284	82	—	New } For Victualling Yards, Hospitals, &c.	43
44	—	—	—	488	218	—	Repairs }	44
45	—	—	—	6,709	—	—	Tugs and Yard Craft, pay, &c., of crews	45
46	—	(*a*) 108	(*b*) 284	119	197	284	Experiments, &c.	46
47	—	—	1,182	—	—	53,109	Salaries of Superintendent, professional officers, and clerks (exclusive of Inspectors of Shipwrights).	47
48	—	—	—	—	—	603	Emoluments paid to ditto out of Votes other than Vote 8	48
49	—	—	118	—	—	5,311	Addition of 10 per cent. to foregoing salaries, on account of pensions.	49
50	—	—	—	—	—	1,662	Addition of 10 per cent. to the wages of established workmen (including Inspectors of Shipwrights) on account of pensions, &c.	50
51	—	—	—	—	—	40	Medicines	51
52	—	—	25	—	—	10,973	Wages, &c., of police force	52
53	—	—	—	—	—	30	Pensions of police force	53
54	—	—	1	—	—	1,100	Contingencies	54
55	—	—	777	—	—	17,949	Freight and sundry expenses connected with Naval stores	55
56	—	—	54	—	—	1,687	Rents, rates, taxes, and water	56
57	—	—	—	—	—	931	Lighting with gas	57
58	—	—	1,441	—	—	48,400	Buildings, docks, &c., new works and maintenance	58
59	—	—	135	—	—	4,742	Temporary superintendence, &c., of engineering and architectural works, &c.	59
60	—	(*a*) 108	4,180 (*b*) 284	**18,646**	**5,056**	**156,236**	£. - - - **TOTAL.**	60
	302	**106** (*a*) 108	**4,180** (*b*) 284	**58,028**	**19,638**	**156,236**	£. **TOTAL ESTABLISHMENT AND INCIDENTAL SERVICES.**	
		£. 4,980			£. 233,902			

(*a*) Other than Yards. (*b*) Other than Yards.—Vote 8, Section III., Sub-head G.

ESTABLISHMENT, &c., CHARGES—APPROPRIATION.

4. STATEMENT showing the APPROPRIATION of the

	Direct Charges for Labour.	Establishment and Incidental Charges. Distributable upon Direct Charges for Labour.				Direct Charges for Materials.	Establishment and Incidental Charges. Distributable upon Direct Charges for Materials.				
	Amount.	Yard Expenses.	Proportion of the Salaries, &c. of the Department of the Controller of the Navy.	Total.	Per-centage upon Direct Charges. (a)	Amount (Net).	Yard Expenses.	Proportion of the Salaries, &c. of the Department of the Controller of the Navy.	Total.	Per-centage upon Direct Charges. (a)	
PORTSMOUTH.	£.	£.	£.	£.		£.	£.	£.	£.		
New Construction	269,235	44,007 (b) 27	5,454	49,461 (b) 27	18·4 *16·3*	197,859	16,215	–	16,215	8·2	1
Repairs, &c. — Re-construction	50,156	8,198 (b) 1	907	9,105 (b) 1	18·2 *16·3*	21,247	2,612	–	2,612	12·3	2
Repairs, &c. — Ships for Reliefs	45	7	1	8	17·8 *16·3*	5	–	–	–	–	3
Repairs, &c. — Ships in Commission and Reserve, &c.	58,025	9,484 (b) 603	983	10,467 (b) 603	18· *16·3*	32,543	4,000	–	4,000	12·3	4
Stores for Ships	–	–	–	–	–	141,135	17,350	1,020	18,370	13· *12·3*	5
Total due to Ships	**377,461**			**69,041** (b) 631	**18·3**	**392,789**			**41,197**	**10·4**	6
Manufactures — Gun Mountings, &c.	831	136 (b) 3	–	136 (b) 3	16·3	–	–	–	–	–	7
Manufactures — Naval Stores, &c.	21,580	3,527 (b) 52	125	3,652 (b) 52	16·9 *16·3*	–	–	–	–	–	8
Supplies to Other Departments of Government, &c., &c.	49,889	8,154	(c)	8,154	16·3	33,581	4,128	(c)	4,128	12·3	9
TOTAL £.	**449,761**	**73,513** (b) 686	**7,470**	**80,983** (b) 686	**18·** *16·3*	**426,370**	**44,305**	**1,020**	**45,325**	**10·6** *10·4*	10
DEVONPORT.											
New Construction	173,930	33,107 (b) 8	3,524	36,631 (b) 8	21·1 *19·*	94,635	9,883	–	9,883	10·4	11
Repairs, &c. — Re-construction	–	–	–	–	–	–	–	–	–	–	12
Repairs, &c. — Ships for Reliefs	32,272	6,143 (b) 1	407	6,550 (b) 1	20·3 *19·*	10,610	1,662	–	1,662	15·7	13
Repairs, &c. — Ships in Commission and Reserve, &c.	52,665	10,024 (b) 2	892	10,916 (b) 2	20·7 *19·*	30,122	4,719	–	4,719	15·7	14
Stores for Ships	–	–	–	–	–	74,046	11,694	540	12,234	16·4 *15·7*	15
Total due to Ships	**258,867**			**54,097** (b) 11	**20·9**	**210,013**			**28,498**	**13·6**	16
Manufactures — Gun Mountings, &c.	189	36	–	36	19·	–	–	–	–	–	17
Manufactures — Naval Stores, &c.	19,110	3,637 (b) 26	111	3,748 (b) 26	19·6 *19·*	–	–	–	–	–	18
Supplies to Other Departments of Government, &c., &c.	11,313	2,153	(c)	2,153	19·	13,610	2,132	(c)	2,132	15·7	19
TOTAL £.	**289,479**	**55,100** (b) 37	**4,934**	**60,034** (b) 37	**20·8** *19·*	**223,623**	**30,090**	**540**	**30,630**	**13·7** *13·5*	20
CHATHAM.											
New Construction	195,150	34,582	3,954	38,536	19·7 *17·7*	144,421	11,037	–	11,037	7·6	21
Repairs, &c. — Re-construction	15,989	2,833	289	3,122	19·5 *17·7*	4,539	520	–	520	11·5	22
Repairs, &c. — Ships for Reliefs	56,726	10,052	715	10,767	19· *17·7*	23,169	2,656	–	2,656	11·5	23
Repairs, &c. — Ships in Commission and Reserve, &c.	41,044	7,273	695	7,968	19·4 *17·7*	25,799	2,957	–	2,957	11·5	24
Stores for Ships	–	–	–	–	–	78,480	8,996	568	9,564	12·2 *11·5*	25
Total ue to Ships	**308,909**			**60,393**	**19·6**	**276,408**			**26,734**	**9·7**	26
Manufactures — Gun Mountings, &c.	62	11	–	11	17·7	–	–	–	–	–	27
Manufactures — Naval Stores, &c.	20,530	3,638 (b) 61	119	3,757 (b) 61	18·3 *17·7*	–	–	–	–	–	28
Supplies to Other Departments of Government, &c., &c.	12,744	2,258	(c)	2,258	17·7	15,089	1,792	(c)	1,798	11·5	29
TOTAL £.	**342,245**	**60,647** (b) 61	**5,772**	**66,419** (b) 61	**19·4** *17·7*	**292,097**	**27,964**	**568**	**28,532**	**9·8** *9·6*	30

(a) The Figures in *Italics* represent the Percentage upon Direct Charges of Yard Expenses only.

Home Dockyard Establishment and Incidental Charges, &c.

	Direct Charges for Contract Work.	Establishment and Incidental Charges. Distributable upon Direct Charges for Contract Work.				TOTAL.			
		Proportion of the		Total.	Percentage upon Direct Charges.	Direct Charges.	Establishment and Incidental Charges.		
	Amount (Net).	Cost of Inspection of Contract Work.	Salaries, &c. of the Department of the Controller of the Navy.			Amount.	Amount.	Percentage upon Direct Charges.	
	£.	£.	£.	£.		£.	£.		**PORTSMOUTH.**
1	37,189	613	549	1,162	3·1	504,283	66,838 (b) 27	13·3	New Construction.
2	1,243	20	9	29	2·4	72,646	11,746 (b) 1	16·2	Re-construction -
3	1,563	26	–	26	1·6	1,613	34	2·1	Ships for Reliefs - } Repairs, &c.
4	2,776	46	74	120	4·3	93,344	14,587 (b) 603	15·6	Ships in Commission and Reserve, &c.
5	–	–	–	–	–	141,135	18,370	13·	Stores for Ships.
6	**42,771**			**1,337**	**3·1**	**813,021**	**111,575** (b) 631	**13·7**	**- - - Total due to Ships.**
7	–	–	–	–	–	831	136 (b) 3	16·3	Gun Mountings, &c. } Manufactures.
8	–	–	–	–	–	21,580	3,652 (b) 52	16·9	Naval Stores, &c. -
9	4,760	78	(c)	78	1·6	88,230	12,360	14·	Supplies to Other Departments of Government, &c., &c.
10	**47,531**	**783**	**632**	**1,415**	**3·**	**923,662**	**127,723** (b) 686	**13·8**	**£. - - - TOTAL.**
									DEVONPORT.
11	25,505	420	376	796	3·1	294,070	47,310 (b) 8	16·1	New Construction.
12	–	–	–	–	–	–	–	–	Re-construction -
13	4,591	75	–	75	1·6	47,473	8,287 (b) 1	17·5	Ships for Reliefs - } Repairs, &c.
14	3,631	60	96	156	4·3	86,418	15,791 (b) 2	18·3	Ships in Commission and Reserve, &c.
15	–	–	–	–	–	74,646	12,234	16·4	Stores for Ships.
16	**33,727**			**1,027**	**3·**	**502,607**	**83,622** (b) 11	**16·6**	**- - - Total due to Ships.**
17	–	–	–	–	–	189	36	19	Gun Mountings, &c. } Manufactures.
18	–	–	–	–	–	19,110	3,748 (b) 26	19·6	Naval Stores, &c. -
19	3,388	56	(c)	56	1·6	28,311	4,341	15·3	Supplies to Other Departments of Government, &c., &c.
20	**37,115**	**611**	**472**	**1,083**	**2·9**	**550,217**	**91,747** (b) 37	**16·7**	**£. - - - TOTAL.**
									CHATHAM.
21	32,255	531	476	1,007	3·1	371,826	50,580	13·6	New Construction.
22	*Cr. 40*	–	–	–	–	20,488	3,642	17·8	Re-construction -
23	2,948	49	–	49	1·6	82,843	13,472	16·3	Ships for Reliefs - } Repairs, &c.
24	4,948	81	132	213	4·3	71,791	11,138	15·5	Ships in Commission and Reserve, &c.
25	–	–	–	–	–	78,480	9,564	12·2	Stores for Ships.
26	**40,111**			**1,269**	**3·2**	**625,428**	**88,396**	**14·1**	**- - - Total due to Ships.**
27	–	–	–	–	–	62	11	17·7	Gun Mountings, &c. } Manufactures.
28	–	–	–	–	–	20,530	3,757 (b) 61	18·3	Naval Stores, &c. -
29	3,158	52	(c)	52	1·6	31,591	4,108	13·	Supplies to Other Departments of Government, &c., &c.
30	**43,269**	**713**	**608**	**1,321**	**3·**	**677,611**	**96,272** (b) 61	**14·2**	**£. - - - TOTAL.**

(b) Expenditure for Gas charged direct to the Service for which incurred, but included with Incidental Charges.
(c) The proportion due to this Service is included in the amount (27,112*l.*) appearing on page 123.

ESTABLISHMENT, &c. CHARGES—APPROPRIATION—*contd.*

4. STATEMENT showing the Appropriation of the

(*Continuation.*)	Direct Charges for Labour. Amount.	Establishment and Incidental Charges, Distributable upon Direct Charges for Labour. Yard Expenses.	Proportion of the Salaries, &c of the Department of the Controller of the Navy.	Total.	Per-centage upon Direct Charges. (*a*)	Direct Charges for Materials. Amount (Net).	Establishment and Incidental Charges, Distributable upon Direct Charges for Materials. Yard Expenses	Proportion of the Salaries, &c. of the Department of the Controller of the Navy.	Total.	Per-centage upon Direct Charges. (*a*)	
SHEERNESS.	£.	£.	£.	£.		£.	£.	£.	£.		
New Construction	74,057	16,927 (*b*) 3	1,500	18,427 (*b*) 3	24·9 *22·9*	42,388	5,065	–	5,065	11·9	1
Repairs, &c. — Re-construction	–	–	–	–	–	–	–	–	–	–	2
Repairs, &c. — Ships for Reliefs	5,783	1,322	73	1,395	24·1 *22·9*	3,852	690	–	690	17·9	3
Repairs, &c. — Ships in Commission and Reserve, &c.	11,940	2,729	202	2,931	24·5 *22·9*	5,663	1,015	–	1,015	17·9	4
Stores for Ships	–	–	–	–	–	29,820	5,344	216	5,560	18·6 *17·9*	5
Total due to Ships	**91,780**			**22,753** (*b*) 3	**24·8**	**81,723**			**12,330**	**15·1**	6
Manufactures — Gun Mountings, &c.	–	–	–	–	–	–	–	–	–	–	7
Manufactures — Naval Stores, &c.	5,734	1,311 (*b*) 8	33	1,344 (*b*) 8	23·4 *22·9*	–	–	–	–	–	8
Supplies to Other Departments of Government, &c., &c.	2,644	604	(*c*)	604	22·9	4,953	888	(*c*)	888	17·9	9
TOTAL £.	**100,158**	**22,893** (*b*) 11	**1,808**	**24,701** (*b*) 11	**24·7** *22·9*	**86,676**	**13,002**	**216**	**13,218**	**15·2** *15·*	10
PEMBROKE.											
New Construction	113,696	16,728 (*b*) 56	2,303	19,031 (*b*) 56	16·7 *14·7*	81,283	7,196	–	7,196	8·9	11
Repairs, &c. — Re-construction	–	–	–	–	–	–	–	–	–	–	12
Repairs, &c. — Ships for Reliefs	–	–	–	–	–	–	–	–	–	–	13
Repairs, &c. — Ships in Commission and Reserve, &c.	991	146	17	163	16·4 *14·7*	556	74	–	74	13·2	14
Stores for Ships	–	–	–	–	–	2,310	306	17	323	14· *13·3*	15
Total due to Ships	**114,687**			**19,194** (*b*) 56	**16·7**	**84,149**			**7,593**	**9·**	16
Manufactures — Gun Mountings, &c.	–	–	–	–	–	–	–	–	–	–	17
Manufactures — Naval Stores, &c.	1,794	264 (*b*) 4	10	274 (*b*) 4	15·3 *14·7*	–	–	–	–	–	18
Supplies to Other Departments of Government, &c., &c.	809	119	(*c*)	119	14·7	238	31	(*c*)	31	13·2	19
TOTAL £.	**117,290**	**17,257** (*b*) 60	**2,330**	**19,587** (*b*) 60	**16·7** *14·7*	**84,387**	**7,607**	**17**	**7,624**	**9·** *9·*	20
TOTAL.											
New Construction	826,068	145,351 (*b*) 94	16,735	162,086 (*b*) 94	19·6 *17·6*	560,586	49,396	–	49,396	8·8	21
Repairs, &c. — Re-construction	66,145	11,031 (*b*) 1	1,196	12,227 (*b*) 1	18·5 *16·7*	25,786	3,132	–	3,132	12·1	22
Repairs, &c. — Ships for Reliefs	94,826	17,524 (*b*) 1	1,196	18,720 (*b*) 1	19·7 *18·5*	37,636	5,008	–	5,008	13·3	23
Repairs, &c. — Ships in Commission and Reserve, &c.	164,665	29,656 (*b*) 605	2,789	32,445 (*b*) 605	19·7 *18·*	94,683	12,765	–	12,765	13·5	24
Stores for Ships	–	–	–	–	–	326,391	43,690	2,361	46,051	14·1 *13·4*	25
Total due to Ships	**1,151,704**			**225,478** (*b*) 701	**19·6**	**1,045,082**			**116,352**	**11·1**	26
Manufactures — Gun Mountings, &c.	1,082	183 (*b*) 3	–	183 (*b*) 3	16·9	–	–	–	–	–	27
Manufactures — Naval Stores, &c.	68,748	12,377 (*b*) 151	398	12,775 (*b*) 151	18·6 *18·*	–	–	–	–	–	28
Supplies to Other Departments of Government, &c., &c.	77,399	13,288	(*c*)	13,288	17·2	68,071	8,977	(*c*)	8,977	13·2	29
TOTAL £.	**1,298,933**	**229,410** (*b*) 855	**22,314**	**251,724** (*b*) 855	**19·4** *17·7*	**1,113,153**	**122,968**	**2,361**	**125,329**	**11·3** *11·*	30

(*a*) The Figures in *Italics* represent the Per-centage upon Direct Charges of Yard Expenses only.

Home Dockyard Establishment and Incidental Charges, &c.

	Direct Charges for Contract Work.	Establishment and Incidental Charges, Distributable upon Direct Charges for Contract Work.				TOTAL.			
		Proportion of the		Total.	Per-centage upon Direct Charges.	Direct Charges.	Establishment and Incidental Charges.		
	Amount (Net).	Cost of Inspection of Contract Work.	Salaries, &c. of the Department of the Controller of the Navy.			Amount.	Amount.	Per-centage upon Direct Charges.	(*Continuation.*)
	£.	£.	£.	£.		£.	£.		**SHEERNESS.**
1	8,033	132	118	250	3·1	124,478	23,742 (*b*) 3	19·1	New Construction.
2	–	–	–	–	–	–	–	–	Re-construction – } Repairs, &c.
3	79	1	–	1	1·6	9,714	2,086	21·5	Ships for Reliefs – } Repairs, &c.
4	788	13	21	34	4·3	18,391	3,980	21·6	Ships in Commission and Reserve, &c. } Repairs, &c.
5	–	–	–	–	–	29,820	5,560	18·6	Stores for Ships.
6	**8,900**			**285**	**3·2**	**182,403**	**35,368** (*b*) 3	**19·4**	**– – – Total due to Ships.**
7	–	–	–	–	–	–	–	–	Gun Mountings &c. } Manufactures.
8	–	–	–	–	–	5,734	1,344 (*b*) 8	23·4	Naval Stores, &c. – } Manufactures.
9	58	1	(*c*)	1	1·6	7,655	1,493	19·5	Supplies to Other Departments of Government, &c., &c.
10	**8,958**	**147**	**139**	**286**	**3·2**	**195,792**	**38,205** (*b*) 11	**19·5**	**£. – – – TOTAL.**
									PEMBROKE.
11	10,759	177	159	336	3·1	205,738	26,563 (*b*) 56	12·9	New Construction.
12	–	–	–	–	–	–	–	–	Re-construction – } Repairs, &c.
13	–	–	–	–	–	–	–	–	Ships for Reliefs – } Repairs, &c.
14	1	–	–	–	–	1,548	237	15·3	Ships in Commission and Reserve, &c. } Repairs, &c.
15	–	–	–	–	–	2,310	323	14·	Stores for Ships.
16	**10,760**			**336**	**3·1**	**209,596**	**27,123** (*b*) 56	**12·9**	**– – – Total due to Ships.**
17	–	–	–	–	–	–	–	–	Gun Mountings, &c. } Manufactures.
18	–	–	–	–	–	1,794	274 (*b*) 4	15·3	Naval Stores, &c. – } Manufactures.
19	–	–	–	–	–	1,047	150	14·3	Supplies to Other Departments of Government, &c., &c.
20	**10,760**	**177**	**159**	**336**	**3·1**	**212,437**	**27,547** (*b*) 60	**13·**	**£. – – – TOTAL.**
									TOTAL.
21	113,741	1,873	1,678	3,551	3·1	1,500,395	215,033 (*b*) 94	14·3	New Construction.
22	1,203	20	9	29	2·4	93,134	15,388 (*b*) 1	16·5	Re-construction – } Repairs, &c.
23	9,181	151	–	151	1·6	141,643	23,879 (*b*) 1	16·9	Ships for Reliefs – } Repairs, &c.
24	12,144	200	323	523	4·3	271,492	45,733 (*b*) 605	16·8	Ships in Commission and Reserve, &c. } Repairs, &c.
25	–	–	–	–	–	326,391	46,051	14·1	Stores for Ships.
26	**136,269**			**4,254**	**3·1**	**2,333,055**	**346,084** (*b*) 701	**14·8**	**– – – Total due to Ships.**
27	–	–	–	–	–	1,082	183 (*b*) 3	16·9	Gun Mountings, &c. } Manufactures.
28	–	–	–	–	–	68,748	12,775 (*b*) 151	19·6	Naval Stores, &c. – } Manufactures.
29	11,364	187	(*c*)	187	1·6	156,834	22,452	14·3	Supplies to Other Departments of Government, &c., &c.
30	**147,633**	**2,431**	**2,010**	**4,441**	**3·**	**2,559,719**	**381,494** (*b*) 855	**14·9**	**£. – – – TOTAL.**

(*b*) Expenditure for Gas charged direct to the Service for which incurred, but included with Incidental Charges.
(*c*) The proportion due to this Service is included in the amount (27,112*l.*) appearing on page 123.

DETAILS OF THE STOCK OF NAVAL STORES, &c.

STATEMENT showing the VALUE of the STOCK of NAVAL STORES, TRANSFERABLE GUN at each of the HOME and FOREIGN

VOTE 8,

YARD.	SUB-HEADS A. TO F. (Timber, Metals, Coals for Yard Purposes, Hemp, Paint, Electric and Torpedo Stores, &c.)						SUB-HEAD G. (Steam Vessel Coal.)		Transferable Auxiliary (Manufactured				
	Serviceable Stores.				Stores set aside for Sale.		Serviceable Stores.		Serviceable Stores.				
	Authorised Patterns.		Obsolete Patterns. (a)						Authorised Patterns.		Obsolete Patterns. (a)		
	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	
HOME YARDS:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
PORTSMOUTH	475,027	423,671	28,456	39,216	13,062	10,885	5,511	14,077	25,779	24,932	—	—	1
DEVONPORT	404,328	366,231	20,121	18,182	8,648	7,312	3,840	7,339	11,489	10,821	—	—	2
CHATHAM	411,197	383,040	5,644	4,815	15,546	13,144	3,254	4,637	5,349	4,679	—	—	3
SHEERNESS	120,776	112,086	10,313	10,016	1,529	2,579	3,574	3,116	2,449	1,277	—	—	4
PEMBROKE	74,327	60,185	1,988	1,663	1,212	982	491	714	—	—	—	—	5
DEPTFORD	151,283	159,003	2,095	2,069	2,330	2,302	—	—	—	40	—	—	6
HAULBOWLINE	7,657	7,512	223	221	19	18	493	1,539	—	—	—	—	7
PORTLAND	—	—	—	—	—	—	1,208	2,697	—	—	—	—	8
TOTAL £.	1,644,595	1,511,728	68,840	76,182	42,346	37,222	18,371	34,119	45,066	41,749	—	—	9
FOREIGN YARDS:													
MALTA	192,505	221,553	10,582	9,157	1,010	520	17,553	17,565	4,507	4,367	—	—	10
BERMUDA	66,691	66,067	1,441	1,954	90	51	1,681	2,773	378	236	—	—	11
HONG KONG	110,495	113,094	4,891	4,553	72	35	10,247	5,625	1,652	1,483	6	6	12
CAPE OF GOOD HOPE	54,639	53,125	2,232	2,507	126	98	14,520	7,654	72	101	—	—	13
GIBRALTAR	8,920	8,732	372	461	27	18	7,922	7,947	—	—	—	—	14
JAMAICA	19,169	14,231	510	801	—	127	4,392	1,553	34	14	—	—	15
HALIFAX	22,401	20,915	458	491	139	76	1,157	4,289	7	56	—	—	16
TRINCOMALIE	20,584	20,322	1,825	1,806	19	37	2,495	4,232	77	77	—	—	17
ESQUIMALT	36,450	37,788	851	1,056	89	46	8,785	—	—	—	—	—	18
SYDNEY	67,037	69,961	917	896	81	123	1,134	554	70	127	—	—	19
TOTAL £.	598,891	625,788	24,079	23,682	1,653	1,131	69,886	52,192	6,797	6,461	6	6	20
DEPÔTS:													
LEWES PRISON	1,509	1,988	46	2	—	—	—	—	—	—	—	—	21
ASCENSION	7,586	9,202	130	147	—	—	1,006	1,935	—	—	—	—	22
BOMBAY	12,026	9,881	—	1,064	—	—	—	—	—	—	—	—	23
COQUIMBO	14,157	13,393	500	646	9	4	3,045	2,392	—	—	—	—	24
FERNANDO PO	—	—	—	—	—	—	1,163	—	—	—	—	—	25
TOTAL £.	35,278	34,464	676	1,859	9	4	5,214	4,327	—	—	—	—	26
TOTAL £.	2,278,764	2,171,980	93,595	101,723	44,008	38,357	93,471	90,638	51,863	48,210	6	6	27

Abate,—For Work in hand at Manufacturing Shops

TOTAL (carried to Stock

(a) The term "Obsolete Patterns" does not indicate that all the stores are unserviceable, but that the patterns are superseded, the old stock being used as far as possible.

	Gun Mountings, Machinery, &c. in the Dockyards.)		TOTAL.							
	Stores set aside for Sale.		Serviceable Stores.				Stores set aside for Sale.		Total.	
			Authorised Patterns.		Obsolete Patterns. (a)					
	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	85	67	506,317	462,680	28,456	39,216	13,147	10,952	547,920	512,848
2	1,250	1,305	419,657	384,391	20,121	18,182	9,898	8,617	449,676	411,190
3	4,531	88	419,800	392,356	5,644	4,815	20,077	13,232	445,521	410,403
4	270	118	126,799	116,479	10,313	10,016	1,799	2,697	138,911	129,192
5	—	—	74,818	60,899	1,983	1,663	1,212	982	78,018	63,544
6	—	—	151,283	159,043	2,095	2,069	2,330	2,302	155,708	163,414
7	—	—	8,150	9,051	223	221	19	18	8,392	9,290
8	—	—	1,208	2,697	—	—	—	—	1,208	2,697
9	6,136	1,578	1,708,032	1,587,596	68,840	76,182	48,482	38,800	1,825,354	1,702,578
10	—	—	214,565	243,485	10,582	9,157	1,010	520	226,157	253,162
11	—	—	68,750	69,076	1,441	1,954	90	51	70,281	71,081
12	—	—	122,394	120,202	4,897	4,559	72	35	127,363	124,796
13	10	—	69,231	60,880	2,232	2,507	136	98	71,599	63,485
14	—	—	16,842	16,679	372	461	27	18	17,241	17,158
15	—	—	23,595	15,798	510	801	—	127	24,105	16,726
16	—	—	23,565	25,260	458	491	139	76	24,162	25,827
17	—	—	23,156	24,631	1,825	1,806	19	37	25,000	26,474
18	—	—	45,235	37,783	851	1,056	89	46	46,175	38,890
19	—	—	68,241	70,642	917	896	81	123	69,239	71,661
20	10	—	675,574	684,441	24,085	23,688	1,663	1,131	701,322	709,260
21	—	—	1,509	1,988	46	2	—	—	1,555	1,990
22	—	—	8,592	11,137	130	147	—	—	8,722	11,284
23	—	—	12,026	9,881	—	1,064	—	—	12,026	10,945
24	—	—	17,202	15,785	509	646	9	4	17,711	16,435
25	—	—	1,163	—	—	—	—	—	1,163	—
26	—	—	40,492	38,791	676	1,859	9	4	41,177	40,654
27	6.146	1.578	2.424.098	2.310.828	93.601	101.729	50.154	39.935	2.567.853	2.452.492
	(page 158) - - - - - -		*6,644*	*7,924*						
	Account, pages 12 & 13) £.		2.417.454	2.302.904						

Transferable Gun Mountings, Auxiliary Machinery, &c., obtained from Contractors.

Serviceable Stores.				Stores set aside for Sale.		Total.		
Authorised Patterns.		Obsolete Patterns. (a)						
31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	
£.	£.	£.	£.	£.	£.	£.	£.	
190,648	232,329	—	—	468	272	191,116	232,601	1
36,915	55,970	—	—	—	59	36,915	56,029	2
33,109	28,275	—	—	20	10	33,129	28,285	3
9,879	7,641	2	1	21	2	9,902	7,644	4
57	7,178	—	—	—	—	57	7,178	5
675	1,110	—	—	—	—	675	1,110	6
20	20	—	—	—	—	20	20	7
—	—	—	—	—	—	—	—	8
271,303	332,523	2	1	509	343	271,814	332,867	9
16,951	21,960	—	—	—	—	16,951	21,960	10
8,471	15,648	—	—	—	—	8,471	15,648	11
14,764	15,163	—	—	—	—	14,764	15,163	12
7,039	8,342	—	—	—	—	7,039	8,342	13
30	30	114	97	—	—	144	127	14
82	82	—	—	—	—	82	82	15
2,561	2,924	—	—	—	—	2,561	2,924	16
3,781	3,781	—	—	—	—	3,781	3,781	17
10,706	8,675	—	—	—	—	10,706	8,675	18
12,570	13,931	—	—	—	—	12,570	13,931	19
76,955	90,536	114	97	—	—	77,069	90,633	20
—	—	—	—	—	—	—	—	21
—	—	—	—	—	—	—	—	22
4,727	2,681	—	—	—	—	4,727	2,681	23
—	—	—	—	—	—	—	—	24
—	—	—	—	—	—	—	—	25
4,727	2,681	—	—	—	—	4,727	2,681	26
352,985	425,740	116	98	509	343	353,610	426,181	27

MOUNTINGS, AUXILIARY MACHINERY, &c., at the commencement and end of the Year 1893–94, DOCKYARDS and DEPÔTS.

	TOTAL, VOTE 8, SECTIONS II. AND III.								YARD.
	Serviceable Stores.				Stores set aside for Sale.		TOTAL.		
	Authorised Patterns.		Obsolete Patterns. (a)						
	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	31st March 1893.	31st March 1894.	
	£.	£.	£.	£.	£.	£.	£.	£.	HOME YARDS:
1	696,965	695,009	28,456	39,216	13,615	11,224	739,036	745,449	PORTSMOUTH.
2	456,572	440,361	20,121	18,182	9,898	8,676	486,591	467,219	DEVONPORT.
3	452,909	420,631	5,644	4,815	20,097	13,242	478,650	438,688	CHATHAM.
4	136,678	124,120	10,315	10,017	1,820	2,699	148,813	136,836	SHEERNESS.
5	74,875	68,077	1,988	1,663	1,212	982	78,075	70,722	PEMBROKE.
6	151,958	160,153	2,095	2,089	2,330	2,302	156,383	164,524	DEPTFORD.
7	8,170	9,071	223	221	19	18	8,412	9,310	HAULBOWLINE.
8	1,208	2,697	—	—	—	—	1,208	2,697	PORTLAND.
9	1,979,335	1,920,119	68,842	76,183	48,991	39,143	2,097,168	2,035,445	£. - - - TOTAL.
									FOREIGN YARDS:
10	231,516	265,445	10,582	9,157	1,010	520	243,108	275,122	MALTA.
11	77,221	84,724	1,441	1,954	90	51	78,752	86,729	BERMUDA.
12	137,158	135,365	4,897	4,559	72	35	142,127	139,959	HONG KONG.
13	76,270	69,222	2,232	2,507	136	98	78,638	71,827	CAPE OF GOOD HOPE.
14	16,872	16,709	486	558	27	18	17,385	17,285	GIBRALTAR.
15	23,677	15,880	510	801	—	127	24,187	16,808	JAMAICA.
16	26,126	28,184	458	491	139	76	26,723	28,751	HALIFAX.
17	26,937	28,412	1,825	1,806	19	37	28,781	30,255	TRINCOMALIE.
18	55,941	46,463	851	1,056	89	46	56,881	47,565	ESQUIMALT.
19	80,811	84,573	917	896	81	123	81,809	85,592	SYDNEY.
20	752,529	774,977	24,199	23,785	1,663	1,131	778,391	799,893	£. - - - TOTAL.
									DEPÔTS:
21	1,509	1,988	46	2	—	—	1,555	1,990	LEWES PRISON.
22	8,592	11,137	130	147	—	—	8,722	11,284	ASCENSION.
23	16,753	12,562	—	1,064	—	—	16,753	13,626	BOMBAY.
24	17,202	15,785	500	646	9	4	17,711	16,435	COQUIMBO.
25	1,163	—	—	—	—	—	1,163	—	FERNANDO PO.
26	45,219	41,472	676	1,859	9	4	45,904	43,335	£. - - - TOTAL.
27	2,777,063	2,736,568	93,717	101,827	50,663	40,278	2,921,463	2,878,673	£. - - - TOTAL.

(a) The term "Obsolete Patterns" does not indicate that all the stores are unserviceable, but that the patterns are superseded, the old stock being used as far as possible.

PART III.

MANUFACTURES.

ALL YARDS AT HOME.

ABSTRACT showing the TOTAL COST of LABOUR and VALUE of MATERIALS Expended in the CONVERSION of TIMBER, and in the MANUFACTURING and REPAIRING of STORES in the several WORKSHOPS of the DOCKYARDS, during the Year 1893-94.

WORKSHOPS.	DEBTOR.						CREDITOR.					
		Materials.		Total Wages, Materials, &c.	Excess of Value at which Produce has been Returned over Cost.	TOTAL.	RATE BOOK OR OTHER VALUE.				Excess of Cost over Value at which Produce has been Returned.	TOTAL.
	Wages.	Work in Hand.	Issued in the Year.				Manufactured Produce	Surplus Materials, &c.	Unfinished Work at end of Year.	TOTAL.		
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Saw Mills	2,703	–	25,390 27	28,093 27	1,469	29,589	27,804	1,133	–	28,937	652	29,589
Roperies	12,612	2,021	56,661	71,294	584	71,878	64,308	5,266	2,304	71,878	–	71,878
Rigging Houses	2,072	201	5,204 2	7,477 2	177	7,656	7,375	138	136	7,649	7	7,656
Sail Lofts	4,956	479	12,599 20	18,034 20	208	18,262	16,450	1,734	48	18,232	30	18,262
Colour Lofts	1,862	14	5,773 19	7,649 19	63	7,741	7,151	476	84	7,711	30	7,741
Smitheries and Steam-Hammer Shops	2,104	27	1,285 3	3,416 3	309	3,728	3,416	192	120	3,728	–	3,728
Mast and Boat Houses, &c.	5,232	900	3,261 8	9,393 8	104	9,505	7,794	352	1,336	9,482	23	9,505
Blockmakers' Shops	122	–	32	154	10	164	144	14	–	158	6	164
Handpicking Coal	567	–	11,024	11,591	369	11,960	10,028	1,932	–	11,960	–	11,960
Electric Shops	924	24	3,608 1	4,556 1	33	4,590	4,358	64	158	4,580	10	4,590
Cleansing Powder, &c.	133	–	746	879	75	954	818	136	–	954	–	954
Joiners, Wheelwrights', &c. Shops	1,174	32	1,367 3	2,573 3	3	2,578	2,411	59	9	2,479	99	2,578
Ship Fitters' Shops	1,229	32	881 2	2,142 2	26	2,170	1,763	220	152	2,135	35	2,170
Block Mill	1,384	–	5,907 1	7,291 1	290	7,582	6,751	831	–	7,582	–	7,582
Hosemakers' Shops	1,585	47	17,272	18,904	345	19,249	18,859	390	–	19,249	–	19,249
Plumbers' Shops	410	–	194 1	604 1	–	605	546	24	20	590	15	605
Painters' Shops	434	–	618	1,052	56	1,108	1,089	3	14	1,106	2	1,108
Galvanizing Shops	1,733	–	6,539 10	8,272 10	264	8,546	4,432	3,198	–	7,630	916	8,546
Tanning Shop	11	–	43	54	8	62	41	21	–	62	–	62
Iron Foundries	4,797	12	6,063 12	10,872 12	236	11,120	8,166	2,433	130	10,729	391	11,120
Brass „	17,785	331	68,447 20	86,563 20	–	86,583	76,110	6,052	131	82,293	4,290	86,583
Coppersmiths' Shops	143	–	94	237	12	249	221	22	–	243	6	249
Fitting and Pattern Shops	4,377	1,341	2,960 12	8,678 12	–	8,690	6,314	352	1,613	8,279	411	8,690
Boiler Shops	399	–	192 1	591 1	25	617	528	9	78	615	2	617
TOTAL £.	68,748	5,461	236,160 151	310,369 151	4,666	315,186	276,877	25,051	6,333	308,261	6,925	315,186
Gun Mountings, &c.	1,082	465	260 3	1,807 3	2	1,812	467	76	1,269	1,812	–	1,812
TOTAL Manufacturing Accounts £.	69,830	5,926	236,420 (a) 154	312,176 (a) 154	4,668	316,998	277,344	25,127	7,602	310,073	6,925	316,998
Add,—												
Proportion of Establishment and Incidental Charges	–	–	12,958	12,958	–	12,958	–	–	–	–	12,958	12,958
TOTAL £.	69,830	5,926	236,420	312,176	4,668	329,956	277,344	25,127	7,602	310,073	19,883	329,956
	–	–	(b) 13,112	(b) 13,112			302,471					
Abate,—Excess of Value (Col. 6)											4,668	
Net Excess of Cost over Value at which Produce has been returned to Stock £.											15,215	

(a) Figures in small type represent the cost of gas which has been used in the Manufacturing Shops, and apportioned direct to Manufactures under the heading "Incidental Charges."

(b) Includes (a) 154 *l.* Under the provisions of the Naval Defence Act of 1889, Section 6 (1), Establishment and Incidental Charges cannot be included in the issuing prices.

PORTSMOUTH.

ABSTRACT showing the Cost of Labour and Value of Materials Expended in the Conversion of Timber, and in the Manufacturing and Repairing of Stores in the several Workshops of the Dockyard, during the Year 1893–94.

WORKSHOPS.	DEBTOR.						CREDITOR.					
		Materials.		Total Wages, Materials, &c.	Excess of Value at which Produce has been Returned over Cost.	Total.	Rate Book or other Value.				Excess of Cost over Value at which Produce has been Returned.	Total.
	Wages.	Work in Hand.	Issued in the Year.				Manufactured Produce.	Surplus Materials, &c.	Unfinished Work at end of Year.	Total.		
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Saw Mill	1,083	–	8,856 8	9,939 8	426	10,373	10,056	317	–	10,373	–	10,373
Rigging House	1,112	145	2,551 1	3,808 1	–	3,809	3,589	77	136	3,802	7	3,809
Sail Loft	1,604	346	4,770 6	6,720 6	59	6,785	5,713	1,072	–	6,785	–	6,785
Colour Loft	480	–	1,494 8	1,974 8	5	1,987	1,820	167	–	1,987	–	1,987
Smithery	491	–	327	818	50	868	841	27	–	868	–	868
Mast and Boat Houses	2,028	161	991 4	3,180 4	–	3,184	2,461	103	598	3,162	22	3,184
Handpicking Coal	275	–	5,731	6,006	320	6,326	5,267	1,059	–	6,326	–	6,326
Electric Shop	815	14	3,519 1	4,348 1	33	4,382	4,180	52	150	4,382	–	4,382
Cleansing Powder, &c.	133	–	746	879	75	954	818	136	–	954	–	954
Joiners, Wheelwrights', &c. Shops	497	9	838 1	1,344 1	–	1,345	1,324	6	2	1,332	13	1,345
Ship Fitters' Shop	460	18	328 1	806 1	26	833	744	59	30	833	–	833
Block Mill	1,384	–	5,907 1	7,291 1	290	7,582	6,751	831	–	7,582	–	7,582
Hosemakers' Shop	503	–	6,380	6,883	165	7,048	6,995	53	–	7,048	–	7,048
Plumbers' Shop	26	–	38	64	–	64	44	2	18	64	–	64
Painters' Shop	178	–	314	492	39	531	529	1	1	531	–	531
Galvanizing Shop	297	–	1,324 4	1,621 4	264	1,889	1,282	607	–	1,889	–	1,889
Iron Foundry	1,254	–	924 2	2,178 2	236	2,416	2,159	257	–	2,416	–	2,416
Brass „	7,017	106	23,422 7	30,545 7	–	30,552	26,902	1,426	–	28,328	2,224	30,552
Coppersmiths' Shop	69	–	51	120	9	129	112	17	–	129	–	129
Fitting and Pattern Shops	1,695	251	550 7	2,496 7	–	2,503	1,732	153	603	2,488	15	2,503
Boiler Shop	179	–	66 1	245 1	7	253	251	2	–	253	–	253
Total £.	21,580	1,050	69,127 52	91,757 52	2,004	93,813	83,570	6,424	1,538	91,532	2,281	93,813
Gun Mountings, &c.	831	449	212 3	1,492 3	–	1,495	250	61	1,184	1,495	–	1,495
Total Manufacturing Accounts £.	22,411	1,499	69,339 (a) 55	93,249 (a) 55	2,004	95,308	83,820	6,485	2,722	93,027	2,281	95,308
Add,— Proportion of Establishment and Incidental Charges	–	–	3,788	3,788	–	3,788	–	–	–	–	3,788	3,788
TOTAL £.	22,411	1,499	69,339 (b)	93,249 (b)	2,004	99,096	83,820	6,485	2,722	93,027	6,069	99,096
	–	–	3,843	3,843			90,305					

Abate,—Excess of Value (Col. 6) - - - - - - - - - 2,004

Net Excess of Cost over Value at which Produce has been returned to Stock - - - £. 4,065

(a) Figures in small type represent the cost of gas which has been used in the Manufacturing Shops, and apportioned direct to Manufactures under the heading "Incidental Charges."

(b) Includes (a) 55 *l.* Under the provisions of the Naval Defence Act of 1889, Section 6 (1), Establishment and Incidental Charges cannot be included in the issuing prices.

DEVONPORT.

ABSTRACT showing the Cost of Labour and Value of Materials Expended in the Conversion of Timber, and in the Manufacturing and Repairing of Stores in the several Workshops of the Dockyard, during the Year 1893–94.

WORKSHOPS.	DEBTOR.						CREDITOR.					
		Materials.		Total Wages, Materials, &c.	Excess of Value at which Produce has been Returned over Cost.	Total.	Rate Book or other Value.				Excess of Cost over Value at which Produce has been Returned.	Total.
	Wages.	Work in Hand.	Issued in the Year.				Manufactured Produce.	Surplus Materials, &c.	Unfinished Work at end of Year	Total.		
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Saw Mill	753	–	5,178 9	5,931 9	–	5,940	5,313	200	–	5,513	427	5,940
Ropery	5,133	854	24,458	30,445	340	30,785	26,708	2,949	1,128	30,785	–	30,785
Rigging House	369	10	563	942	78	1,020	1,004	16	–	1,020	–	1,020
Sail Loft	1,591	70	3,119 1	4,780 1	116	4,897	4,706	143	48	4,897	–	4,897
Colour Loft	446	8	1,341 2	1,795 2	–	1,797	1,666	90	11	1,767	30	1,797
Smitheries and Steam-Hammer Shops	626	27	387 1	1,040 1	102	1,143	945	95	103	1,143	–	1,143
Mast and Boat Houses	1,507	229	1,087 1	2,823 1	66	2,890	2,590	149	151	2,890	–	2,890
Blockmakers' Shop	58	–	15	73	–	73	65	2	–	67	6	73
Handpicking Coal	95	–	1,617	1,712	–	1,712	1,355	357	–	1,712	–	1,712
Electric Shop	85	–	62	147	–	147	126	8	8	142	5	147
Joiners, Wheelwrights', &c. Shops	198	–	182	380	–	380	308	24	–	332	48	380
Ship Fitters' Shop	125	–	96	221	–	221	152	35	16	203	18	221
Hosemakers' Shop	597	1	5,414	6,012	20	6,032	5,963	69	–	6,032	–	6,032
Plumbers' Shop	267	–	83 1	350 1	–	351	330	15	2	347	4	351
Painters' Shop	131	–	138	269	–	269	253	1	13	267	2	269
Galvanizing Shop	377	–	1,392	1,769	–	1,769	1,028	619	–	1,647	122	1,769
Iron Foundry	1,208	–	958 5	2,166 5	–	2,171	1,740	357	–	2,097	74	2,171
Brass ,,	4,060	–	14,664 4	18,724 4	–	18,728	17,744	445	–	18,189	539	18,728
Coppersmiths' Shop	35	–	18	53	–	53	47	1	–	48	5	53
Fitting and Pattern Shops	1,411	1,072	895 2	3,378 2	–	3,380	2,387	106	579	3,072	308	3,380
Boiler Shop	38	–	26	64	–	64	43	1	18	62	2	64
TOTAL £.	19,110	2,271	61,693 26	83,074 26	722	83,822	74,473	5,682	2,077	82,232	1,590	83,822
Gun Mountings, &c.	189	–	24	213	2	215	200	13	2	215	–	215
TOTAL Manufacturing Accounts £.	19,299	2,271	61,717 (a) 26	83,287 (a) 26	724	84,037	74,673	5,695	2,079	82,447	1,590	84,037
Add,—												
Proportion of Establishment and Incidental Charges	–	–	3,784	3,784	–	3,784	–	–	–	–	3,784	3,784
TOTAL £.	19,299	2,271	61,717 (b)	83,287 (b)	724	87,821	74,673	5,695	2,079	82,447	5,374	87,821
	–	–	3,810	3,810			80,368					
Abate,—Excess of Value (Col. 6)											724	
Net Excess of Cost over Value at which Produce has been returned to Stock £.											4,650	

(*a*) Figures in small type represent the cost of gas which has been used in the Manufacturing Shops, and apportioned direct to Manufactures under the heading "Incidental Charges."

(*b*) Includes (*a*) 26 *l*. Under the provisions of the Naval Defence Act of 1889, Section 6 (1), Establishment and Incidental Charges cannot be included in the issuing prices.

CHATHAM.

ABSTRACT showing the Cost of Labour and Value of Materials Expended in the Conversion of Timber, and in the Manufacturing and Repairing of Stores in the several Workshops of the Dockyard, during the Year 1893–94.

WORKSHOPS.	DEBTOR.						CREDITOR.					
		Materials.		Total Wages, Materials, &c.	Excess of Value at which Produce has been Returned over Cost.	Total.	Rate Book or other Value.				Excess of Cost over Value at which Produce has been Returned.	Total.
	Wages.	Work in Hand.	Issued in the Year.				Manufactured Produce.	Surplus Materials, &c.	Unfinished Work at end of Year.	Total.		
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Saw Mill	373	–	6,783 7	7,156 7	954	8,117	7,764	353	–	8,117	–	8,117
Ropery	7,479	1,167	32,203	40,849	244	41,093	37,600	2,317	1,176	41,093	–	41,093
Rigging House	424	46	694 1	1,164 1	62	1,227	1,188	39	–	1,227	–	1,227
Sail Loft	1,239	45	3,289 12	4,573 12	33	4,618	4,177	441	–	4,618	–	4,618
Colour Loft	748	4	2,483 19	3,235 19	56	3,310	3,119	188	3	3,310	–	3,310
Smithery and Steam-Hammer Shops	428	–	224 1	652 1	68	721	699	22	–	721	–	721
Mast and Boat Houses	984	403	843 2	2,230 2	38	2,270	1,981	54	235	2,270	–	2,270
Blockmakers' Shop	15	–	4	19	7	26	26	–	–	26	–	26
Handpicking Coal	157	–	3,048	3,205	49	3,254	2,826	428	–	3,254	–	3,254
Joiners, Wheelwrights', &c. Shops	341	–	222 1	563 1	3	567	549	18	–	567	–	567
Ship Fitters' Shop	627	14	437 1	1,078 1	–	1,079	834	124	104	1,062	17	1,079
Hosemakers' Shop	336	3	4,030	4,369	122	4,491	4,241	250	–	4,491	–	4,491
Plumbers' Shop	81	–	27	108	–	108	99	1	–	100	8	108
Painters' Shop	106	–	137	243	11	254	253	1	–	254	–	254
Galvanizing Shop	612	–	2,227 5	2,839 5	–	2,844	1,394	1,059	–	2,453	391	2,844
Tanning Shop	11	–	43	54	8	62	41	21	–	62	–	62
Iron Foundry	1,236	–	928 2	2,164 2	–	2,166	1,807	157	–	1,964	202	2,166
Brass Foundry	3,981	–	18,655 7	22,636 7	–	22,643	21,116	801	–	21,917	726	22,643
Coppersmiths' Shop	26	–	19	45	–	45	41	3	–	44	1	45
Fitting and Pattern Shops	1,200	17	872 3	2,089 3	–	2,092	1,499	88	430	2,017	75	2,092
Boiler Shop	126	–	65	191	1	192	129	3	60	192	–	192
Total £.	20,530	1,699	77,233 61	99,462 61	1,656	101,179	91,383	6,368	2,008	99,759	1,420	101,179
Gun Mountings, &c.	62	16	24	102	–	102	17	2	83	102	–	102
Total Manufacturing Accounts £.	20,592	1,715	77,257 (a) 61	99,564 (a) 61	1,656	101,281	91,400	6,370	2,091	99,861	1,420	101,281
Add,—												
Proportion of Establishment and Incidental Charges	–	–	3,768	3,768	–	3,768	–	–	–	–	3,768	3,768
TOTAL £.	20,592 –	1,715 –	77,257 (b) 3,829	99,564 (b) 3,829	1,656	105,049	91,400 97,770	6,370	2,091	99,861	5,188	105,049
Abate,—Excess of Value (Col. 6)											1,656	
Net Excess of Cost over Value at which Produce has been returned to Stock £.											3,532	

(a) Figures in small type represent the cost of gas which has been used in the Manufacturing Shops, and apportioned direct to Manufactures under the heading "Incidental Charges."

(b) Includes (a) 61*l*. Under the provisions of the Naval Defence Act of 1889, Section 6 (1), Establishment and Incidental Charges cannot be included in the issuing prices.

SHEERNESS.

ABSTRACT showing the Cost of Labour and Value of Materials Expended in the Conversion of Timber, and in the Manufacturing and Repairing of Stores in the several Workshops of the Dockyard, during the Year 1893-94.

WORKSHOPS.	DEBTOR.						CREDITOR.					
		Materials.		Total Wages, Materials, &c.	Excess of Value at which Produce has been Returned over Cost.	Total.	Rate Book or other Value.				Excess of Cost over Value at which Produce has been Returned.	Total.
	Wages.	Work in Hand.	Issued in the Year.				Manufactured Produce.	Surplus Materials, &c.	Unfinished Work at end of Year.	Total.		
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Saw Mill	441	–	3,678 2	4,119 2	–	4,121	3,653	243	–	3,896	225	4,121
Rigging House	163	–	1,392	1,555	36	1,591	1,585	6	–	1,591	–	1,591
Sail Loft	514	18	1,405 1	1,937 1	–	1,938	1,832	77	–	1,909	29	1,938
Colour Loft	188	2	455	645	2	647	546	31	70	647	–	647
Smithery	528	–	322 1	850 1	89	940	881	42	17	940	–	940
Mast and Boat Houses	703	107	325 1	1,135 1	–	1,136	740	43	352	1,135	1	1,136
Blockmakers' Shop	49	–	13	62	3	65	53	12	–	65	–	65
Handpicking Coal	32	–	506	538	–	538	495	43	–	538	–	538
Electric Shop	24	10	27	61	–	61	52	4	–	56	5	61
Joiners, Wheelwrights', &c. Shops	138	23	125	286	–	286	230	11	7	248	38	286
Ship Fitters' Shop	5	–	4	9	–	9	7	–	2	9	–	9
Hosemakers' Shop	149	43	1,448	1,640	38	1,678	1,660	18	–	1,678	–	1,678
Plumbers' Shop	36	–	46	82	–	82	73	6	–	79	3	82
Painters' Shop	19	–	29	48	6	54	54	–	–	54	–	54
Galvanizing Shop	240	–	669	909	–	909	341	302	–	643	266	909
Iron Foundry	861	12	2,908 2	3,781 2	–	3,783	2,112	1,457	130	3,699	84	3,783
Brass „	1,504	114	6,781 1	8,399 1	–	8,400	5,862	2,242	131	8,235	165	8,400
Coppersmiths' Shop	13	–	6	19	3	22	21	1	–	22	–	22
Fitting and Pattern Shops	71	1	643	715	–	715	696	5	1	702	13	715
Boiler Shop	56	–	35	91	17	108	105	3	–	108	–	108
Total Manufacturing Accounts £.	5,734	330	20,817 (a) 8	26,881 (a) 8	194	27,083	20,998	4,546	710	26,254	829	27,083
Add,—												
Proportion of Establishment and Incidental Charges	–	–	1,344	1,344	–	1,344	–	–	–	–	1,344	1,344
TOTAL £.	5,734	330	20,817	26,881	194	28,427	20,998	4,546	710	26,254	2,173	28,427
	–	–	(b) 1,352	(b) 1,352			25,544					
Abate,—Excess of Value (Col. 6)												194
Net Excess of Cost over Value at which Produce has been returned to Stock £.												1,979

(a) Figures in small type represent the cost of gas which has been used in the Manufacturing Shops, and apportioned direct to Manufactures under the heading "Incidental Charges."

(b) Includes (a) 8*l.* Under the provisions of the Naval Defence Act of 1889, Section 6 (1), Establishment and Incidental Charges cannot be included in the issuing prices.

PEMBROKE.

ABSTRACT showing the Cost of Labour and Value of Materials Expended in the Conversion of Timber, and in the Manufacturing and Repairing of Stores in the several Workshops of the Dockyard, during the Year 1893-94.

WORKSHOPS.	DEBTOR.						CREDITOR.					
		Materials.		Total Wages, Materials, &c.	Excess of Value at which Produce has been Returned over Cost.	Total.	Rate Book or other Value.				Excess of Cost over Value at which Produce has been Returned.	Total.
	Wages.	Work in Hand.	Issued in the Year.				Manufactured Produce.	Surplus Materials, &c.	Unfinished Work at end of Year.	Total.		
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Saw Mill	53	–	895 1	948 1	89	1,038	1,018	20	–	1,038	–	1,038
Rigging House	4	–	4	8	1	9	9	–	–	9	–	9
Sail Loft	8	–	16	24	–	24	22	1	–	23	1	24
Smithery	31	–	25	56	–	56	50	6	–	56	–	56
Mast and Boat Houses	10	–	15	25	–	25	22	3	–	25	–	25
Handpicking Coal	8	–	122	130	–	130	85	45	–	130	–	130
Ship Fitters' Shop	12	–	16	28	–	28	26	2	–	28	–	28
Galvanizing Shop	207	–	927 1	1,134 1	–	1,135	387	611	–	998	137	1,135
Iron Foundry	238	–	345 1	583 1	–	584	348	205	–	553	31	584
Brass Foundry	1,223	111	4,925 1	6,259 1	–	6,260	4,486	1,138	–	5,624	636	6,260
Total Manufacturing Accounts £.	1,794	111	7,290 (a) 4	9,195 (a) 4	90	9,289	6,453	2,031	–	8,484	805	9,289
Add,— Proportion of Establishment and Incidental Charges	–	–	274	274	–	274	–	–	–	–	274	274
TOTAL £.	1,794	111	7,290	9,195	90	9,563	6,453	2,031	–	8,484	1,079	9,563
	–	–	(b) 278	(b) 278			8,484					
Abate,—Excess of Value (Col. 6)											90	
Net Excess of Cost over Value at which Produce has been returned to Stock £.											989	

(a) Figures in small type represent the cost of gas which has been used in the Manufacturing Shops, and apportioned direct to Manufactures under the heading "Incidental Charges."

(b) Includes (a) 4*l*. Under the provisions of the Naval Defence Act of 1889, Section 6 (1), Establishment and Incidental Charges cannot be included in the issuing prices.

STATEMENT showing the NET COST of the principal TIMBER MATERIALS Cut, and several DOCKYARDS; also the Value at

DESCRIPTION OF ARTICLES, &c.	Workshops.	PORTSMOUTH. Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	DEVONPORT. Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	
TIMBER AND TIMBER MATERIALS:		*Ft. cube.*	*Ft. sup.*	*s. d. Ft. sup.*	£.	£.	*Ft. cube.*	*Ft. sup.*	*s. d. Ft. sup.*	£.	£.	
Timber, of sorts	Saw mills	–	–	–	–	–	33	–	–	3	3	1
Thickstuff, of sorts	ditto	2,769	–	–	252	275	339	–	–	32	31	2
Plank:												
Elm, Canada	ditto	682	3,690	–	87	96	550	2,458	–	75	75	3
Elm, English:												
4 inches	ditto	1,511	4,533	– 6½	117	124	295	884	– 7	26	24	4
Other sizes	ditto	694	2,715	–	58	57	306	1,390	–	29	26	5
Fir, Dantzic:												
4 inches	ditto	944	2,832	– 7¼	86	100	758	2,275	– 8½	79	76	6
3 „	ditto	1,811	7,244	– 5¾	172	189	1,418	5,670	– 6½	155	145	7
2½ „	ditto	369	1,771	– 5	36	41	650	3,119	– 5¾	74	67	8
2 „	ditto	2,065	12,392	– 4¼	212	232	1,146	6,874	– 4¾	138	124	9
Other sizes	ditto	23	79	–	2	2	332	1,139	–	35	34	10
Pine, Canada, Red:												
2 inches	ditto	2,504	15,027	– 3¾	240	282	132	792	– 5½	18	15	11
Other sizes	ditto	1,037	4,612	–	94	107	262	1,048	–	33	26	12
Pine, Canada, Yellow:												
2½ inches	ditto	691	3,316	– 6½	86	90	285	1,369	– 7	40	37	13
2 „	ditto	2,635	15,808	– 5	335	346	593	3,561	– 5¾	85	76	14
Other sizes	ditto	1,199	3,953	–	134	141	736	2,738	–	100	93	15
Teak, Indian:												
4 inches	ditto	872	2,616	1 7½	211	245	442	1,327	1 8½	112	114	16
3 „	ditto	6	24	1 3	1	1	448	1,793	1 3½	117	114	17
Other sizes	ditto	70	423	–	18	22	600	3,167	–	161	167	18
Board:												
Elm, Canada:												
1½ inches	ditto	882	7,053	– 4	119	132	802	6,420	– 4½	121	118	19
Other sizes	ditto	767	12,162	–	122	134	977	16,781	–	187	170	20
Elm, English:												
½ inch	ditto	583	14,001	– 1¼	76	88	650	15,592	– 1⅓	104	94	21
Other sizes	ditto	1,031	15,173	–	124	127	1,013	16,473	–	140	130	22
Fir, Dantzic	ditto	62	541	–	7	8	785	8,808	–	116	102	23
Mahogany, Honduras and Mexican:												
1½ inches	ditto	460	3,681	– 9⅓	143	149	90	718	– 10⅔	32	29	24
1 inch	ditto	663	7,958	– 6¾	219	232	382	4,585	– 7½	144	130	25
¾ „	ditto	342	5,475	– 5¼	119	125	224	3,578	– 6	90	81	26
½ „	ditto	353	8,471	– 4	138	141	218	5,239	– 4¾	98	87	27
Other sizes	ditto	866	7,056	–	134	153	337	5,063	–	133	127	28
Mahogany, Spanish:												
1 inch	ditto	107	1,282	– 7	37	37	152	1,819	– 7¼	55	52	29
Other sizes	ditto	193	2,309	–	67	66	222	3,669	–	87	81	30
Pine, Canada, Red:												
1½ inches	ditto	900	7,197	– 3	92	105	61	488	– 4½	9	7	31
Other sizes	ditto	534	6,217	–	60	66	83	1,036	–	15	11	32
Pine, Canada, Yellow:												
1¾ inches	ditto	–	–	–	–	–	86	593	– 5	13	12	33
1½ „	ditto	5,370	42,963	– 4	712	752	2,208	17,663	– 4½	330	299	34
1¼ „	ditto	2,995	28,747	– 3½	410	412	1,851	17,773	– 3¾	286	249	35
1 inch	ditto	7,042	84,504	– 3	1,008	968	2,680	32,166	– 3¼	434	354	36
¾ „	ditto	7,785	124,555	– 2¼	1,198	1,168	1,838	29,408	– 2½	321	270	37
⅝ „	ditto	–	–	–	–	–	47	889	– 2¼	8	8	38
½ „	ditto	2,681	64,330	– 1¾	470	460	853	20,477	– 2	170	146	39
Other sizes	ditto	–	–	–	–		–	–	–	–	–	40

ARTICLES Made, Fitted, and Repaired on CONVERSION, in the MANUFACTURING WORKSHOPS at the which they have been charged to Stock.

	CHATHAM.					SHEERNESS.					PEMBROKE.					TOTAL.					
	Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	
			Rate.	Value.				Rate.	Value.				Rate.	Value.				Rate.	Value.		
	Ft. cube	*Ft. sup.*	*s. d. Ft. sup.*	£.	£.	*Ft. cube*	*Ft. sup.*	*s. d. Ft. sup.*	£.	£.	*Ft. cube*	*Ft. sup.*	*s. d. Ft. sup.*	£.	£.	*Ft. cube*	*Ft. sup.*	*s. d. Ft. sup.*	£.	£.	
1	3,649	–	–	293	279	682	–	–	203	207	–	–	–	–	–	4,364	–	–	499	489	1
2	138	–	–	10	11	6	–	–	2	2	46	–	–	13	13	3,298	–	–	309	332	2
3	1,202	5,990	–	132	165	335	1,662	–	46	46	–	–	–	–	–	2,769	13,800	–	340	382	3
4	229	687	– 6½	18	19	302	905	– 8	31	30	37	113	– 5½	3	3	2,374	7,122	– 6½	195	200	4
5	393	1,839	–	32	34	69	294	–	7	7	141	623	–	10	12	1,603	6,861	–	136	136	5
6	948	2,838	– 6½	74	100	370	1,109	– 7¼	34	39	–	–	–	–	–	3,018	9,054	– 7¼	273	315	6
7	1,961	7,845	– 4⅝	158	204	611	2,446	– 5⅝	58	63	–	–	–	–	–	5,801	23,205	– 5½	543	601	7
8	1,341	6,436	– 4½	111	147	330	1,587	– 5	32	35	–	–	–	–	–	2,690	12,913	– 4⅝	253	290	8
9	1,939	11,636	– 3½	166	217	389	2,335	– 4½	40	43	–	–	–	–	–	5,539	33,237	– 4	556	616	9
10	715	2,450	–	57	74	282	968	–	26	29	–	–	–	–	–	1,352	4,636	–	120	139	10
11	–	–	–	–	–	–	–	–	–	–	620	3,718	– 4	61	69	3,256	19,537	– 4	319	366	11
12	–	–	–	–	–	–	–	–	–	–	171	654	–	16	17	1,470	6,314	–	143	150	12
13	1,192	5,721	– 5½	133	155	104	498	– 7	14	13	–	–	–	–	–	2,272	10,904	– 6	273	295	13
14	1,972	11,829	– 4⅝	225	254	279	1,675	– 5⅝	39	36	–	–	–	–	–	5,479	32,873	– 5	684	712	14
15	1,105	3,848	–	121	139	432	1,483	–	57	55	161	507	–	19	21	3,633	12,529	–	431	449	15
16	229	706	1 4½	49	52	207	622	1 8½	53	50	–	–	–	–	–	1,750	5,271	1 7¼	425	461	16
17	496	1,985	1 –½	104	112	317	1,267	1 3½	82	78	–	–	–	–	–	1,267	5,069	1 2½	304	305	17
18	533	3,010	–	115	132	103	565	–	27	24	–	–	–	–	–	1,306	7,165	–	321	345	18
19	1,332	10,657	– 3½	156	199	403	3,224	– 4½	61	59	–	–	–	–	–	3,419	27,354	– 4	457	508	19
20	864	14,413	–	119	152	401	6,806	–	75	71	–	–	–	–	–	3,009	50,162	–	503	527	20
21	248	5,968	– 1½	30	37	188	4,505	– 2	38	28	23	548	– 1½	3	3	1,692	40,614	– 1½	251	250	21
22	170	2,145	–	17	18	328	4,230	–	49	43	23	651	–	3	4	2,565	38,672	–	333	322	22
23	913	8,014	–	84	113	567	5,347	–	66	71	–	–	–	–	–	2,327	22,710	–	273	294	23
24	87	698	– 8½	25	28	76	605	1 –	30	25	–	–	–	–	–	713	5,702	– 9¾	230	231	24
25	196	2,357	– 6	60	68	54	643	– 8½	23	19	–	–	–	–	–	1,295	15,543	– 7	446	449	25
26	150	2,406	– 4⅝	48	55	25	391	– 7	12	9	31	502	– 4⅞	10	12	772	12,352	– 5½	279	282	26
27	183	4,398	– 3½	65	73	28	675	– 5½	15	11	–	–	–	–	–	782	18,783	– 4	316	312	27
28	176	2,303	–	54	64	52	756	–	23	20	36	500	–	11	14	967	15,683	–	355	378	28
29	600	7,200	– 6⅝	202	210	113	1,360	– 7⅝	44	40	–	–	–	–	–	972	11,661	– 7	338	339	29
30	331	3,593	–	109	112	259	3,305	–	103	91	–	–	–	–	–	1,005	12,876	–	366	350	30
31	–	–	–	–	–	–	–	–	–	–	117	936	– 3	12	13	1,078	8,621	– 3¼	113	125	31
32	–	–	–	–	–	–	–	–	–	–	40	402	–	4	4	657	7,745	–	79	81	32
33	–	–	–	–	–	1,238	8,487	– 5	175	167	430	2,947	– 4¼	53	58	1,754	12,027	– 4⅝	241	237	33
34	2,536	20,291	– 3½	298	352	1,491	11,927	– 4½	220	209	–	–	–	–	–	11,605	92,844	– 4	1,560	1,612	34
35	3,028	29,071	– 3	366	409	1,461	14,024	– 3⅝	223	204	907	8,710	– 3½	119	127	10,242	98,325	– 3½	1,404	1,401	35
36	6,904	82,845	– 2½	864	944	2,641	31,690	– 3½	424	361	547	6,564	– 2⅝	75	75	19,814	237,769	– 2⅝	2,805	2,702	36
37	5,385	86,165	– 2	716	797	2,284	36,542	– 2½	396	338	819	13,108	– 2¼	118	118	18,111	289,778	– 2¼	2,749	2,691	37
38	–	–	–	–	–	859	16,497	– 2¼	158	154	567	10,887	– 2	86	100	1,473	28,273	– 2¼	252	262	38
39	1,989	47,726	– 1½	294	346	606	14,552	– 2	121	105	992	23,814	– 1½	159	171	7,121	170,899	– 1⅝	1,214	1,237	39
40	–	–	–	–	–	175	2,678	–	30	29	1,003	21,063	–	155	184	1,178	23,741	–	185	213	40

STATEMENT showing the NET COST of the principal TIMBER MATERIALS Cut, and ARTICLES Made,

DESCRIPTION OF ARTICLES, &c.	Workshops.	PORTSMOUTH. Quantity.	PORTSMOUTH. Cost. Rate.	PORTSMOUTH. Cost. Value.	PORTSMOUTH. Value at which charged to Stock.	DEVONPORT. Quantity.	DEVONPORT. Cost. Rate.	DEVONPORT. Cost. Value.	DEVONPORT. Value at which charged to Stock.	
TIMBER AND TIMBER MATERIALS—*continued.*			*s. d.*	£.	£.		*s. d.*	£.	£.	
Board—*continued.*		*Ft. cube.* *Ft. sup.*	*Ft. sup.*			*Ft. cube.* *Ft. sup.*	*Ft. sup.*			
Teak, Indian:										
1½ inches	Saw mills	291 2,380	– 8	78	83	431 3,448	– 8½	123	117	1
1 inch	ditto	641 7,692	– 5⅝	183	194	697 8,368	– 6¼	216	201	2
¾ "	ditto	317 5,075	– 4½	97	101	300 4,793	– 5	100	90	3
Other sizes	ditto	246 2,469	–	68	71	260 2,748	–	78	75	4
Scantling and Batten:										
Fir, Dantzic	ditto	4,789 –	–	533	685	873 –	–	110	119	5
Pine, Canada, yellow	ditto	1,067 –	–	170	165	243 –	–	37	41	6
Spruce Deals, Rough:			*100 ft. run.*				*100 ft. run.*			
9 inches by 1½ inches	ditto	– *Ft. run.* 75,143	11 10	446	422	– *Ft. run.* 40,892	11 2	228	229	7
" " 1 inch	ditto	– 40,836	8 3	169	157	– 14,850	7 8	57	57	8
" " ¾ "	ditto	– 72,870	6 8	242	219	– 3,600	6 –	11	11	9
Other sizes	ditto	– 7,216	–	45	43	– 7,937	–	30	30	10
Poles, torpedo, shaped	ditto	– –	–	–	–	*No.* 502 –	*Each.* 13 2	331	321	11
IRON, STEEL, AND METAL ARTICLES, &c.:		*No.* *Cwt.*	*Lb.*			*No.* *Cwt.*	*Lb.*			
Castings:										
Brass, above 7 lbs.	Foundries	17,684 5,921	– 7	19,425	17,441	11,298 3,681	– 6½	11,321	10,847	12
" 7 lbs. and under	ditto	68,376 1,401	– 7¼	4,778	4,614	61,300 1,941	– 7¾	3,515	3,430	13
Copper	ditto	5,855 298	– 6¼	870	851	– –	–	–	–	14
Iron, loam	ditto	22 120	*Cwt.* 10 8	64	75	10 100	*Cwt.* 8 7	43	63	15
" sand	ditto	5,009 3,525	8 10	1,555	1,762	4,773 3,365	10 7	1,771	1,678	16
" ballast	ditto	681 1,302	3 10	249	250	– –	–	–	–	17
Phosphor-bronze, above 7 lbs.	ditto	671 384	*Lb.* – 8¼	1,467	1,390	1,650 412	*Lb.* – 7¾	1,475	1,488	18
" 7 lbs. and under	ditto	15,181 100	– 8½	395	413	2,744 71	– 8¼	277	291	19
Other sorts	ditto	– 112	–	85	103	– 47	–	46	45	20
Copper phosphide	ditto	– –	–	–	–	– –	–	–	–	21
Hoses, Leather:										
Delivery:			*Each.*				*Each.*			
No. 2, 40 feet long	Hosemakers' shop	240 –	72 1	865	874	388 –	71 5	1,385	1,399	22
" 2, 20 " "	ditto	2 –	40 10	4	4	52 –	38 2	99	101	23
" 3, 40 " "	ditto	919 –	100 3	4,607	4,622	540 –	100 6	2,711	2,715	24
" 3, 20 " "	ditto	66 –	54 11	181	179	62 –	54 –	167	168	25
" 4, 40 " "	ditto	1 –	127 6	6	6	51 –	123 8	315	319	26
Other sizes	ditto	10 –	–	36	36	18 –	–	64	62	27
Suction:										
No. 2, 6½ feet long	ditto	101 –	25 10	131	136	70 –	25 10	90	93	28
" 3 " " "	ditto	257 –	37 2	478	483	288 –	37 4	538	543	29
" 4 " " "	ditto	78 –	59 8	233	235	12 –	60 2	36	36	30
Ingots:			*Cwt.*				*Cwt.*			
Gun metal	Foundries	– 1,159	37 3	2,160	2,160	– 854	37 6	1,599	1,592	31
Phosphor-bronze	ditto	– –	–	–	–	– –	–	–	–	32
Other sorts	ditto	– –	–	–	–	– 53	–	49	49	33
Metal, Babbits, white	ditto	– –	–	–	–	– –	–	–	–	34
Nails, metal, deck, and sheathing	ditto	– –	–	–	–	– –	–	–	–	35
Shivers, brass and phosphor-bronze for blocks of various sizes	Block mill	7,243 67	–	377	366	– –	–	–	–	36

Fitted, and Repaired on CONVERSION, in the MANUFACTURING WORKSHOPS at the several DOCKYARDS, &c.—*continued.*

	CHATHAM.					SHEERNESS.					PEMBROKE.					TOTAL.				
	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	
			s. d.	£.	£.			*s. d.*	£.	£.			*s. d.*	£.	£.			*s. d.*	£.	£.	
	Ft. cube	*Ft. sup.*	*Ft. sup.*			*Ft. cube*	*Ft. sup.*	*Ft. sup.*			*Ft. cube*	*Ft. sup.*	*Ft. sup.*			*Ft. cube*	*Ft. sup.*	*Ft. sup.*			
1	371	2,968	– 6¾	83	98	290	2,323	– 8½	82	83	–	–	–	–	–	1,383	11,069	– 8	366	381	1
2	740	8,878	– 4¾	176	217	554	6,649	– 6	169	165	–	–	–	–	–	2,632	31,587	– 5¾	744	777	2
3	372	5,957	– 3¾	94	115	147	2,355	– 5	48	48	–	–	–	–	–	1,136	18,180	– 4½	339	354	3
4	260	2,496	–	60	69	371	6,436	–	124	126	–	–	–	–	–	1,137	14,149	–	330	341	4
5	969	–	–	86	133	957	–	–	98	123	–	–	–	–	–	7,588	–	–	827	1,060	5
6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,310	–	–	207	206	6
		Ft. run.	100 *ft. run.*				*Ft. run.*	100 *ft. run.*									*Ft. run.*	100 *ft. run.*			
7	–	41,926	10 10	227	234	–	22,200	11 5	127	124	–	–	–	–	–	–	180,161	11 5	1,028	1,009	7
8	–	43,770	7 5	162	169	–	13,290	8 –	53	51	–	–	–	–	–	–	112,746	7 10	441	434	8
9	–	42,752	5 8	121	128	–	4,900	6 3	15	14	–	–	–	–	–	–	124,122	6 3	389	372	9
10	–	40,038	–	177	184	–	406	–	1	1	–	–	–	–	–	–	55,597	–	253	258	10
11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*No.* 502	–	*Each.* 13 2	331	321	11
	No.	*Cwt.*	*Lb.*			*No.*	*Cwt.*	*Lb.*			*No.*	*Cwt.*	*Lb.*			*No.*	*Cwt.*	*Lb.*			
12	13,543	4,423	– 6¾	13,813	13,069	4,129	1,291	– 6½	3,879	3,782	3,935	912	– 7½	3,202	2,686	50,589	16,228	– 6¾	51,640	47,825	12
13	59,429	1,225	– 7½	4,197	4,028	20,748	395	– 7¾	1,416	1,302	19,180	368	– 7¾	1,329	1,213	229,033	4,430	– 7½	15,235	14,587	13
14	–	–	–	–	–	–	–	–	–	–	727	33	– 6¼	97	94	6,582	331	– 6¼	967	945	14
			Cwt.					*Cwt.*					*Cwt.*					*Cwt.*			
15	26	299	12 4	184	186	61	336	14 7	245	210	2	18	15 –	14	12	121	873	12 7	550	546	15
16	4,814	2,481	11 9	1,454	1,240	879	945	11 1	524	473	1,285	674	10 10	366	337	16,790	10,980	10 4	5,870	5,490	16
17	1,581	1,581	4 3	334	342	–	–	–	–	–	–	–	–	–	–	2,262	2,883	4 1	583	592	17
			Lb.					*Lb.*					*Lb.*					*Lb.*			
18	313	143	– 6½	443	519	111	52	– 7½	186	189	181	104	– 7¾	376	376	2,926	1,095	– 7¼	3,947	3,962	18
19	7,899	105	– 9	414	433	156	4	– 10¾	18	14	365	8	– 9	34	34	26,345	288	– 8¾	1,168	1,185	19
20	–	178	–	132	157	–	13	–	36	35	–	96	–	78	78	–	446	–	377	418	20
21	–		–	–	–	–	521	– 7	1,714	1,764	–	–	–	–	–	–	521	– 7	1,714	1,764	21
			Each.					*Each.*										*Each.*			
22	180	–	72 –	648	650	144	–	71 3	513	521	–	–	–	–	–	952	–	71 8	3,411	3,444	22
23	21	–	40 3	48	46	95	–	38 5	183	184	–	–	–	–	–	173	–	38 7	334	335	23
24	463	–	102 –	2,362	2,331	126	–	100 11	636	634	–	–	–	–	–	2,048	–	100 9	10,319	10,302	24
25	72	–	54 8	197	196	–	–	–	–	–	–	–	–	–	–	200	–	54 6	545	543	25
26	22	–	124 5	137	137	–	–	–	–	–	–	–	–	–	–	74	–	123 11	458	462	26
27	3	–	–	9	9	–	–	–	–	–	–	–	–	–	–	31	–	–	109	107	27
28	48	–	27 1	65	64	90	–	26 –	117	120	–	–	–	–	–	309	–	26 1	403	413	28
29	102	–	35 3	180	195	46	–	37 2	85	87	–	–	–	–	–	696	–	37 –	1,281	1,308	29
30	16	–	64 5	51	48	–	–	–	–	–	–	–	–	–	–	106	–	60 5	320	319	30
			Cwt.					*Cwt.*										*Cwt.*			
31	–	411	36 6	751	775	–	92	39 6	181	177	–	–	–	–	–	–	2,516	37 4	4,691	4,704	31
32	–	39	52 8	103	109	–	5	56 9	14	14	–	–	–	–	–	–	44	53 1	117	123	32
33	–	–	–	–	–	–	3	–	11	14	–	–	–	–	–	–	56	–	60	63	33
			Lb.															*Lb.*			
34	–	286	– 9¼	1,284	1,333	–	–	–	–	–	–	–	–	–	–	–	286	– 9¼	1,284	1,333	34
35	–	228	– 6¼	712	731	–	–	–	–	–	–	2	– 6¾	6	6	–	230	– 6¼	718	737	35
36	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7,213	67	–	377	366	36

STATEMENT showing the NET COST of the principal TIMBER MATERIALS CUT, and ARTICLES Made.

DESCRIPTION OF ARTICLES, &c.	Canvas. No.	Canvas. Width.	Workshops.	PORTSMOUTH. Quantity.	PORTSMOUTH. Cost. Rate.	PORTSMOUTH. Cost. Value.	PORTSMOUTH. Value at which charged to Stock.	DEVONPORT. Quantity.	DEVONPORT. Cost. Rate.	DEVONPORT. Cost. Value.	DEVONPORT. Value at which charged to Stock.	
CANVAS ARTICLES, CORDAGE, FLAGS, &c.:					*s. d.*	£.	£.		*s. d.*	£.	£.	
Canvas Articles:		*Inches.*		*No.*	*Yards.*			*No.*	*Yards.*			
Awnings for boats	Various		Sail lofts	118	3,963		181	184	59	1,662	–	74	75	1
Bags for cartridges, for 4·7-inch quick-firing guns	1	24	ditto	–	–	*Each.* –	–	–	2,009	1,340	*Each.* 3 1¾	316	350	2
6-inch " " "	1	24	ditto	2,480	2,480	5 6	679	568	503	503	4 10	122	115	3
Cots	7	24	ditto	105	1,706	21 3	112	103	80	1,240	15 6	62	77	4
Covers:						*Yard.*						*Yard.*		
For cutters, dingies, and launches	3 to 5	24	ditto	253	19,516	–	1,002	1,027	129	7,631	–	396	394	5
" guns	5	24	ditto	84	2,037	1 –½	106	110	–	–	–	–	–	6
" sails, boats	7	24	ditto	291	2,126	– 11	98	110	150	861	– 11¼	41	45	7
Other sorts	Various		ditto	369	6,196	–	296	310	193	1,933	–	100	102	8
Dresses:						*Each.*						*Each.*		
Jackets	6	24	Colour lofts	1,840	6,659	2 8¼	248	214	2,198	7,690	2 5¾	271	255	9
	6	24	Sail loft	–	–	–	–	–	–	–	–	–	–	10
				Pairs.		*Pair.*			*Pairs.*			*Pair.*		
Trousers	6	24	Colour lofts	1,740	5,786	2 3	196	166	2,200	6,910	2 1¾	236	210	11
	6	24	Sail loft	–	–	–	–	–	–	–	–	–	–	12
Hoses, Delivery:														
Canvas, with screws:				*No.*		*Each.*			*No.*		*Each.*			
No. 2, 40 feet long	–	–	Sail lofts	359	1,616	10 8	192	195	269	1,196	10 2	136	151	13
" 3, 40 "	–	–	ditto	289	1,927	15 –	217	229	353	2,354	14 5	255	274	14
Hoses, ventilating, canvas, with metal flanges, 3 ins., 12 feet long	–	–	Hosemakers shop	–	–	–	–	–	–	–	–	–	–	15
Sails:						*Yard.*						*Yard.*		
Boats	Various		Sail lofts	297	9,404	–	610	594	165	4,357	–	276	271	16
For Coast Guard cutters	Various		ditto	2	614	–	32	34	27	4,337	–	245	253	17
Sails, Ships:														
Jib	Various		ditto	12	2,730	–	126	125	17	2,900	–	139	143	18
Gaff	Various		ditto	7	2,092	–	124	125	12	2,586	–	161	164	19
Courses	2 to 4	24	ditto	4	2,124	–	147	142	10	3,349	–	229	227	20
Top	2 to 5	24	ditto	10	4,201	–	275	278	13	3,542	–	237	239	21
Try	2 to 4	24	ditto	4	2,523	–	163	162	14	2,839	–	190	195	22
Spanker	Various		ditto	2	796	–	39	40	7	2,184	–	104	113	23
Stay	Various		ditto	9	1,791	–	95	102	17	2,579	–	157	161	24
Others	Various		ditto	21	2,271	–	116	113	35	4,977	–	241	252	25
Sails, wind	5	24	ditto	103	7,228	1 –¼	365	373	29	1,869	– 11¼	89	95	26
Tanks for boats	1	24	ditto	12	1,688	1 3¾	111	115	3	314	1 2¾	20	21	27
Cordage:								*Coils.*	*Cwt.*	*Cwt.*				
Coir, hawser-laid			Roperies	–	–	–	–	–	139	191	26 7	254	255	28
White:														
Baltic Hemp:														
Spun-yarn, 20 thread			ditto	–	–	–	–	–	–	331	29 10	494	509	29
Italian Hemp:														
Bolt-rope, 40 thread (1 to 2¾ ins.)			ditto	–	–	–	–	–	89	53	43 8	116	114	30
Hammock lanyards and lashings, 25 thread (1¼ ins.)			ditto	–	–	–	–	–	22	6	*Coil.* 13 4	15	15	31
Hawser-laid, 3 strands:											*Cwt.*			
20 thread (3½ to 6 ins.)			ditto	–	–	–	–	–	140	485	40 8	987	1,004	32
40 " (¼ in. to 3 ins.)			ditto	–	–	–	–	–	825	510	42 10	1,092	1,121	33
Spun-yarn, 20 thread			Ropery	–	–	–	–	–	–	–	–	–	–	34

Fitted, and Repaired on Conversion in the MANUFACTURING WORKSHOPS at the several DOCKYARDS, &c.—*continued.*

	CHATHAM.				SHEERNESS.				PEMBROKE.				TOTAL.				
	Quantity.	Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.	Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.	Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.	Cost. Rate.	Cost. Value.	Value at which charged to Stock.	
		s. d.	£.	£.		*s. d.*	£.	£.		*s. d.*	£.	£.		*s. d.*	£	£.	
	No. *Yards.*				*No.* *Yards.*				*No.* *Yards.*				*No.* *Yards.*				
1	74 2,399	–	103	108	42 852	–	39	38	– –	–	–	–	293 8,876	–	397	405	1
2	189 142	*Each.* 3 9¼	36	32	60 45	*Each.* 4 4	13	11	– –	–	–	–	2,258 1,527	*Each.* 3 2¾	365	393	2
3	960 960	5 –	239	236	– –	–	–	–	– –	–	–	–	3,943 3,943	5 3	1,040	919	3
4	98 1,568	16 9	82	95	22 352	20 2	22	21	– –	–	–	–	305 4,866	18 3	278	296	4
		Yard.				*Yard.*				*Yard.*				*Yard.*			
5	163 9,872	–	487	512	70 2,934	–	155	153	1 23	–	1	1	616 39,976	–	2,041	2,087	5
6	2 76	1 –½	4	4	– –	–	–	–	– –	–	–	–	86 2,113	1 –½	110	114	6
7	134 899	– 11½	43	46	79 418	1 –¼	21	21	– –	–	–	–	654 4,304	– 11¼	203	222	7
8	177 1,643	–	77	85	81 466	–	26	25	– –	–	–	–	820 10,238	–	499	522	8
		Each.				*Each.*				*Each.*				*Each.*			
9	2,552 9,417	2 3¼	290	296	229 834	2 11¾	34	27	– –	–	–	–	6,819 24,600	2 5¾	843	792	9
10	– –	–	–	–	– –	–	–	–	98 294	2 4	11	11	98 294	2 4	11	11	10
11	*Pairs.* 2,930 8,777	*Pair.* 1 10	268	279	*Pairs.* 190 568	*Pair.* 2 6¾	24	18	*Pairs.* – –	*Pair.* –	–	–	*Pairs.* 7,060 22,041	*Pair.* 2 –½	724	673	11
12	– –	–	–	–	– –	–	–	–	98 291	2 –½	10	9	98 291	2 –½	10	9	12
	No.	*Each.*			*No.*	*Each.*							*No.*	*Each.*			
13	737 3,277	11 2	410	403	129 573	11 –	71	70	– –	–	–	–	1,494 6,662	10 10	809	819	13
14	897 5,981	15 4	688	696	118 787	15 7	92	93	– –	–	–	–	1,657 11,049	15 1	1,252	1,292	14
15	177 –	18 –	160	195	– –	–	–	–	– –	–	–	–	177 –	18 –	160	195	15
		Yard.				*Yard.*								*Yard.*			
16	144 4,515	–	291	284	85 1,668	–	109	107	– –	–	–	–	691 19,944	–	1,286	1,256	16
17	– –	–	–	–	3 727	–	44	42	– –	–	–	–	32 5,678	–	321	329	17
18	2 153	–	9	9	10 1,701	–	83	79	– –	–	–	–	41 7,484	–	357	356	18
19	8 1,672	–	104	110	5 1,034	–	72	67	– –	–	–	–	32 7,384	–	461	466	19
20	– –	–	–	–	6 2,188	–	160	155	– –	–	–	–	20 7,661	–	536	524	20
21	2 299	–	19	19	10 2,934	–	202	201	– –	–	–	–	35 10,976	–	733	737	21
22	5 1,344	–	91	91	27 3,863	–	286	275	– –	–	–	–	50 10,569	–	730	723	22
23	– –	–	–	–	3 649	–	37	36	– –	–	–	–	12 3,629	–	180	189	23
24	5 695	–	48	48	12 1,141	–	79	76	– –	–	–	–	43 6,206	–	379	387	24
25	4 490	–	24	26	15 1,693	–	84	82	– –	–	–	–	75 9,431	–	465	473	25
26	48 3,227	– 11½	150	163	33 1,096	1 2	64	56	– –	–	–	–	213 13,420	1 –	668	687	26
27	7 1,080	1 4½	75	72	13 666	1 4½	46	45	– –	–	–	–	35 3,748	1 4	252	253	27
	Coils. *Cwt.*	*Cwt.*											*Coils.* *Cwt.*	*Cwt.*			
28	192 204	26 3	268	273	– –	–	–	–	– –	–	–	–	331 395	26 5	522	528	28
29	– 513	30 5	780	794	– –	–	–	–	– –	–	–	–	– 844	30 3	1,274	1,303	29
30	252 164	44 9	366	352	– –	–	–	–	– –	–	–	–	341 217	44 6	482	466	30
31	1,010 303	*Coil.* 12 8	638	694	– –	–	–	–	– –	–	–	–	1,032 309	*Coil.* 12 8	653	709	31
32	196 328	*Cwt.* 38 11	638	666	– –	–	–	–	– –	–	–	–	246 813	*Cwt.* 40 –	1,625	1,670	32
33	929 543	42 8	1,159	1,182	– –	–	–	–	– –	–	–	–	1,754 1,053	42 9	2,251	2,303	33
34	– 77	28 6	110	112	– –	–	–	–	– –	–	–	–	– 77	28 6	110	112	34

STATEMENT showing the NET COST of the principal TIMBER MATERIALS CUT, and ARTICLES Made,

DESCRIPTION OF ARTICLES, &c.	Workshops.	PORTSMOUTH. Quantity.	PORTSMOUTH. Cost. Rate.	PORTSMOUTH. Cost. Value.	PORTSMOUTH. Value at which charged to Stock.	DEVONPORT. Quantity.	DEVONPORT. Cost. Rate.	DEVONPORT. Cost. Value.	DEVONPORT. Value at which charged to Stock.	
CANVAS ARTICLES, CORDAGE, FLAGS, &c.—*continued.*										
Cordage:										
White:										
Lines, Italian Hemp:			*s. d.*	£.	£.		*s. d.*	£.	£.	
						No. *Cwt.*	*Each.*			
Fishing, cod	Roperies	– –	–	–	–	2,132 43	1 6	160	157	1
„ mackerel	ditto	– –	–	–	–	3,672 25	– 7½	116	122	2
Hand Lead	ditto	– –	–	–	–	170 41	11 7	98	100	3
Signal Halyard	ditto	– –	–	–	–	– 107	*Cwt.* 48 5	259	273	4
White, ½ lb. to 4 lbs. per line	ditto	– –	–	–	–	7,212 98	–	355	350	5
Tarred:										
(Cost of laying up only.)										
Hawser-laid, 3 strands:						*Coils.*				
Riga, 30 thread	ditto	– –	–	–	–	1,249 5,104	1 8½	434	545	6
„ 40 „	ditto	– –	–	–	–	3,322 3,548	2 8½	482	530	7
Nettlestuff for hammock clews, Italian, 40 thread	ditto	– –	–	–	–	– –	–	–	–	8
Spunyarn:										
Petersburg, 20 thread	ditto	– –	–	–	–	– 19	2 4½	2	2	9
„ 25 „	ditto	– –	–	–	–	– 683	2 2½	76	102	10
Stage-lashing:										
Petersburg, 20 thread	ditto	– –	–	–	–	– 2,303	1 1¼	128	146	11
Tarred:										
Re-manufactured for stage lashing	ditto	– –	–	–	–	190 286	23 3	333	379	12
Flags, English Bunting:										
Signal and Pendant:		*No.*				*No.*				
Captains' size	Colour lofts	1,112 –	–	465	487	956 –	–	415	420	13
Commanders' size	ditto	1,123 –	–	339	360	287 –	–	94	92	14
Gun Boats' size	ditto	578 –	–	78	86	472 –	–	71	71	15
Boats' size	ditto	2,197 –	–	159	172	2,515 –	–	200	203	16
Steam Boat tactics	ditto	2,970 –	–	192	191	102 –	–	4	4	17
Mats, collision	Sail lofts	10 –	–	10	10	5 –	–	69	68	18
„ shot hole stopper	ditto	– –	–	–	–	121 –	–	355	317	19
Oakum, white, pressed	Roperies	– –	–	–	–	– 465	17 6	407	421	20
Rope, hide, tiller, ⅜-inch to 6½ inches	Ropery	– –	–	–	–	– *Lbs.* 2,191	*Lb.* 1 8½	188	228	21
Yarn, tarred:										
Petersburg Hemp:							*Cwt.*	*Cwt.*		
20 thread	Roperies	– –	–	–	–	– 2,730	25 8	3,500	3,447	22
25 „	ditto	– –	–	–	–	– 1,620	25 9	2,086	2,071	23
Riga Hemp:										
25 thread	ditto	– –	–	–	–	– 855	25 1	1,071	1,078	24
30 „	ditto	– –	–	–	–	– 3,788	26 –	4,926	4,951	25
40	ditto	– –	–	–	–	– 4,620	27 6	6,346	6,319	26
Italian Hemp:										
20 thread	ditto	– –	–	–	–	– 210	24 7	259	265	27
30 „	ditto	– –	–	–	–	– 315	34 11	549	550	28
40 „	ditto	– –	–	–	–	– 360	36 4	654	648	29

Fitted, and Repaired, on CONVERSION, in the MANUFACTURING WORKSHOPS at the several DOCKYARDS, &c.—*continued.*

	CHATHAM.					SHEERNESS.					PEMBROKE.					TOTAL.					
	Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	
			Rate.	Value.				Rate.	Value.				Rate.	Value.				Rate.	Value.		
			s. d.	£.	£.			*s. d.*	£.	£.			*s. d.*	£.	£.			*s. d.*	£.	£.	
	No.	*Cwt.*	*Each.*													*No.*	*Cwt.*	*Each.*			
1	20,458	411	1 4¾	1,429	1,513	–	–	–	–	–	–	–	–	–	–	22,590	454	1 5	1,589	1,670	1
2	6,114	41	– 7	180	202	–	–	–	–	–	–	–	–	–	–	9,786	66	– 7½	296	324	2
3	228	55	11 4	129	135	–	–	–	–	–	–	–	–	–	–	398	96	11 5	227	235	3
			Cwt.															*Cwt.*			
4	–	176	44 9	395	439	–	–	–	–	–	–	–	–	–	–	–	283	46 2	654	712	4
5	10,854	151	–	510	542	–	–	–	–	–	–	–	–	–	–	18,066	249	–	865	892	5
	Coils.															*Coils.*					
6	1,813	7,675	1 11	735	812	–	–	–	–	–	–	–	–	–	–	3,062	12,779	1 10	1,169	1,357	6
7	5,962	6,148	3 –½	936	918	–	–	–	–	–	–	–	–	–	–	9,284	9,696	2 11	1,418	1,448	7
8	–	391	6 7	128	140	–	–	–	–	–	–	–	–	–	–	–	391	6 7	128	140	8
9	–	790	2 2¾	88	107	–	–	–	–	–	–	–	–	–	–	–	809	2 2¾	90	109	9
10	–	417	2 2¾	46	63	–	–	–	–	–	–	–	–	–	–	–	1,100	2 2½	122	165	10
11	–	1,103	2 1½	116	84	–	–	–	–	–	–	–	–	–	–	–	3,406	1 5¼	244	230	11
12	123	331	22 2	366	434	–	–	–	–	–	–	–	–	–	–	313	617	22 8	699	813	12
	No.					*No.*										*No.*					
13	1,866	–	–	804	820	131	–	–	55	57	–	–	–	–	–	4,065	–	–	1,739	1,784	13
14	1,933	–	–	607	619	556	–	–	175	182	–	–	–	–	–	3,399	–	–	1,215	1,253	14
15	1,237	–	–	174	178	426	–	–	57	60	–	–	–	–	–	2,713	–	–	380	395	15
16	6,593	–	–	515	525	1,488	–	–	116	120	–	–	–	–	–	12,793	–	–	990	1,020	16
17	760	–	–	39	32	6	–	–	1	1	–	–	–	–	–	3,838	–	–	236	228	17
18	6	–	–	102	100	–	–	–	–	–	–	–	–	–	–	21	–	–	181	178	18
19	190	–	–	527	498	–	–	–	–	–	–	–	–	–	–	311	–	–	882	815	19
20	–	590	16 1	474	533	–	–	–	–	–	–	–	–	–	–	–	1,055	16 8	881	959	20
																	Lbs.	*Lb.*			
21	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2,191	1 8½	188	228	21
			Cwt.														*Cwt.*	*Cwt.*			
22	–	1,860	25 5	2,364	2,346	–	–	–	–	–	–	–	–	–	–	–	4,590	25 7	5,864	5,793	22
23	–	1,644	26 6	2,178	2,097	–	–	–	–	–	–	–	–	–	–	–	3,264	26 2	4,264	4,168	23
24	–	240	26 3	315	309	–	–	–	–	–	–	–	–	–	–	–	1,095	25 4	1,386	1,387	24
25	–	5,605	26 3	7,366	7,408	–	–	–	–	–	–	–	–	–	–	–	9,393	26 2	12,292	12,359	25
26	–	7,393	28 2	10,406	10,035	–	–	–	–	–	–	–	–	–	–	–	12,013	27 11	16,752	16,354	26
27	–	435	24 2	526	549	–	–	–	–	–	–	–	–	–	–	–	645	24 4	785	814	27
28	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	315	34 11	549	550	28
29	–	1,861	35 5	3,297	3,343	–	–	–	–	–	–	–	–	–	–	–	2,221	35 7	3,951	3,991	29

STATEMENT showing the NET COST of the principal TIMBER MATERIALS Cut, and ARTICLES Made,

DESCRIPTION OF ARTICLES, &c.	Workshops.	PORTSMOUTH.					DEVONPORT.					
		Quantity.		Cost.		Value at which charged to Stock.	Quantity.		Cost.		Value at which charged to Stock.	
				Rate.	Value.				Rate.	Value.		
BLOCKS WOOD, BOATS, &c.:		*No.*		*s. d.*	*£.*	*£.*	*No.*		*s. d.*	*£.*	*£.*	
Block shells, wood, for double, single, and treble blocks	Block mill	15,598	–	–	474	595	–	–	–	–	–	1
Blocks, Wood:												
Cost of completing, including value of Pins and Shivers:												
With Lignum-vitæ Shivers:												
Double, thick, 6 to 16 inches	ditto	2,638	–	–	289	307	–	–	–	–	–	2
Single, thick and thin, 6 to 24 inches	ditto	7,477	–	–	414	457	–	–	–	–	–	3
With Phosphor Bronze Shivers:												
Double, thick, 4 to 11 inches	ditto	1,716	–	–	146	151	–	–	–	–	–	4
Single, thick, 3 to 7 inches	ditto	4,984	–	–	161	182	–	–	–	–	–	5
Blocks, Wood, Iron-bound, Internal Binding:												
With Lignum-vitæ Shivers:												
Double, thick, 8 to 16 inches	ditto	445	–	–	591	628	–	–	–	–	–	6
Single, thick, 7 to 15 inches	ditto	438	–	–	395	409	–	–	–	–	–	7
Snatch, thick, 10 to 30 inches	ditto	273	–	–	693	720	–	–	–	–	–	8
„ thin, 20 to 30 inches	ditto	79	–	–	344	352	–	–	–	–	–	9
Treble, thick, 13 to 20 inches	ditto	100	–	–	311	321	–	–	–	–	–	10
With Phosphor Bronze Shivers:												
Double, thick, 5 to 15 inches	ditto	566	–	–	498	517	–	–	–	–	–	11
Single, thick, 4 to 15 inches	ditto	733	–	–	451	468	–	–	–	–	–	12
Boats Built:												
Launch, 42 feet	Mast house	–	–	–	–	–	–	–	–	–	–	13
Furniture:												
Covers, table; canopies; curtains, &c.	Colour lofts	–	–	–	18	18	–	–	–	139	141	14
Masts and Mast Gear:												
Boats	Mast houses	–	–	–	404	399	–	–	–	205	212	15
Oars:									*Each.*			
Fir, spoon-blade, 17 feet	ditto	–	–	–	–	–	1,352	–	7 2	486	530	16
„ „ „ 16 „	ditto	–	–	–	–	–	991	–	6 8	331	351	17
„ „ „ 15 „	ditto	–	–	–	–	–	471	–	6 4	149	159	18
„ „ „ other sizes	ditto	62	–	–	18	17	670	–	–	175	169	19
Powder, cleansing	Cleansing powder shop	–	*Cwts.* 2,412	*Cwt.* 5 3	634	709	–	–	–	–	–	20
Shivers, lignum-vitæ, for blocks	Block mill	13,097	282	*Lb.* – 7	928	838	–	–	–	–	–	21
Staves, boat, pendant, &c.	Mast houses	1,663	–	–	174	170	1,543	–	–	157	151	22

Fitted, and Repaired on CONVERSION in the MANUFACTURING WORKSHOPS at the several DOCKYARDS, &c.—*continued.*

	CHATHAM.					SHEERNESS.					PEMBROKE.					TOTAL.					
	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	
	No.		*s. d.*	£.	£.	*No.*		*s. d.*	£.	£.	*No.*		*s. d.*	£.	£.	*No.*		*s. d.*	£.	£.	
1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	15,598	–	–	474	595	1
2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2,638	–	–	289	307	2
3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7,477	–	–	414	457	3
4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,716	–	–	146	151	4
5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4,984	–	–	161	182	5
6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	445	–	–	591	628	6
7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	438	–	–	395	409	7
8	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	273	–	–	693	720	8
9	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	79	–	–	344	352	9
10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	100	–	–	311	321	10
11	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	566	–	–	498	517	11
12	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	733	–	–	451	468	12
13	1	–	*Each.* £. s. 461 12	462	462	–	–	–	–	–	–	–	–	–	–	1	–	*Each.* £. s. 461 12	462	462	13
14	–	–	–	86	88	–	–	–	–	–	–	–	–	–	–	–	–	–	243	247	14
15	–	–	–	262	303	–	–	–	106	117	–	–	–	–	–	–	–	–	977	1,031	15
16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,352	–	*s. d.* 7 2	486	520	16
17	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	991	–	6 8	331	351	17
18	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	471	–	6 4	149	159	18
19	3	–	–	1	1	–	–	–	–	–	–	–	–	–	–	735	–	–	194	187	19
20	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*Cwts.* 2,412	*Cwt.* 5 3	634	709	20
21	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13,097	282	*Lb.* – 7	928	838	21
22	2,209	–	–	219	222	900	–	–	90	88	8	–	–	1	1	6,323	–	–	641	632	22

STATEMENT showing the NET COST of the principal TIMBER MATERIALS Cut, and ARTICLES Made,

DESCRIPTION OF ARTICLES, &c.	Workshops.	PORTSMOUTH. Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	DEVONPORT. Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	
TARRING ARTICLES:				*s. d.*	£.	£.			*s. d.*	£.	£.	
Cost of Tarring only:		*No.*					*No.*		*Each.*			
Bags, coal, 1 cwt.	Roperies	–	–	–	–	–	520	–	– 4½	9	9	1
Sacks „	ditto	–	–	–	–	–	6,554	–	– 5¼	146	156	2
ELECTRICAL APPARATUS, &c.:												
Batteries, 3 cell:		*No.*		*Each.*								
For illuminated gun sights	Electric shop	89	–	27 –	120	117	–	–	–	–	–	3
„ „ night „	ditto	800	–	52 9	2,111	2,111	–	–	–	–	–	4
Circuits for Elswick sights	ditto	321	–	–	639	638	–	–	–	–	–	5
Flaps, wireless cartridge for torpedo tubes, spare parts for	ditto	*Sets.* 40	–	*Set.* 80 1	160	160	–	–	–	–	–	6
Mercury, redistilled	Cleansing powder shop	–	*Lbs.* 1,120	*Lb.* 1 11½	109	110	–	–	–	–	–	7
Sights, illuminated, with switches, circuits, &c., Grenfell	Electric shop	128	–	–	500	500	–	–	–	–	–	8
COALS, HANDPICKED	Handpicking coal shops	–	*Tons.* 5,544	*Ton.* 17 10	4,947	5,267	–	*Tons.* 1,344	*Ton.* 20 2	1,355	1,355	9
FITTED WORK:												
Cost of Fitting only:		*No.*					*No.*					
Boats	Mast houses	101	–	–	1,313	1,295	4	–	–	117	117	10
Stores	Various	–	–	–	444	453	–	–	–	512	504	11
REPAIRED, ALTERED, AND COMPLETED WORK:												
Cost of Repairs, &c. only:		*No.*					*No.*					
Boats	Mast houses	14	–	–	284	281	42	–	–	493	514	12
Stores	Various	–	–	–	801	1,130	–	–	–	682	702	13

Fitted, and Repaired on CONVERSION in the MANUFACTURING WORKSHOPS at the several DOCKYARDS, &c.—*continued.*

	CHATHAM.					SHEERNESS.					PEMBROKE.					TOTAL.					
	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	Quantity.		Cost. Rate.	Cost. Value.	Value at which charged to Stock.	
			s. d.	£.	£.			*s. d.*	£.	£.			*s. d.*	£.	£.			*s. d.*	£.	£.	
	No.		*Each.*			*No.*										*No.*		*Each.*			
1	6,098	–	– 3¾	95	105	–	–	–	–	–	–	–	–	–	–	6,618	–	– 3¾	104	114	1
2	10,453	–	– 5½	232	244	–	–	–	–	–	–	–	–	–	–	17,007	–	– 5½	378	400	2
3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*No.* 89	–	*Each.* 27 –	120	117	3
4	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	800	–	52 9	2,111	2,111	4
5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	321	–	–	639	638	5
6	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*Sets.* 40	–	*Set.* 80 1	160	160	6
7	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*Lbs.* 1,120	*Lb.* 1 11½	109	110	7
8	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	128	–	–	500	500	8
9	–	*Tons.* 2,772	*Ton.* 20 –	2,777	2,826	–	*Tons.* 495	*Ton.* 20 –	495	495	–	*Tons.* 100	*Ton.* 16 11	85	85	–	*Tons.* 10,255	*Ton.* 18 10	9,659	10,028	9
10	*No.* 12	–	–	765	757	*No.* 59	–	–	269	269	–	–	–	–	–	*No.* 176	–	–	2,464	2,438	10
11	–	–	–	185	187	–	–	–	–	–	–	–	–	–	–	–	–	–	1,141	1,144	11
12	*No.* 10	–	–	41	40	*No.* 15	–	–	271	262	*No.* 1	–	–	4	4	*No.* 82	–	–	1,093	1,101	12
13	–	–	–	236	357	–	–	–	108	154	–	–	–	–	–	–	–	–	1,827	2,343	13

NAVAL YARDS ABROAD.

STATEMENT showing the Cost of Labour and Value of Materials Expended in the Conversion of Timber, and in the Manufacturing and Repairing of Stores at the several Naval Yards Abroad, during the Year 1893–94.

YARD.	DEBTOR.						CREDITOR.					
		Materials.					Rate Book or other Value.					
	Wages.	Work in Hand.	Issued in the Year.	Total Wages and Materials.	Excess of Value at which Produce has been Returned over Actual Cost.	Total.	Manufactured Produce.	Surplus Materials, &c.	Unfinished Work at end of Year.	Total.	Excess of Actual Cost over Value at which Produce has been Returned.	Total.
(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)	(8.)	(9.)	(10.)	(11.)	(12.)	(13.)
Naval Stores, &c.:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Malta	4,648	464	12,375	17,487	1,165	18,652	15,000	2,316	241	17,557	1,095	18,652
Bermuda	620	16	851	1,487	66	1,553	1,325	48	3	1,376	177	1,553
Hong Kong	892	37	957	1,886	232	2,118	1,681	46	19	1,746	372	2,118
Cape of Good Hope	315	–	778	1,093	29	1,122	911	–	37	948	174	1,122
Gibraltar	12	3	43	58	5	63	57	–	3	60	3	63
Jamaica	23	23	36	82	1	83	69	–	–	69	14	83
Halifax	528	–	285	813	28	841	558	22	–	580	261	841
Trincomalie	183	175	657	1,015	26	1,041	989	27	9	1,025	16	1,041
Esquimalt	89	–	127	216	6	222	201	–	–	201	21	222
Sydney	9	–	–	9	–	9	–	–	–	–	9	9
Total £.	7,319	718	16,109	24,146	1,558	25,704	20,791	2,459	312	23,562	2,142	25,704
Gun Mountings:												
Malta	25	–	3,851	3,876	–	3,876	3,646	189	10	3,845	31	3,876
Hong Kong	61	–	22	83	5	88	67	21	–	88	–	88
Total £.	86	–	3,873	3,959	5	3,964	3,713	210	10	3,933	31	3,964
GRAND TOTAL £.	7,405	718	19,982	28,105	1,563	29,668	24,504	2,669	322	27,495	2,173	29,668

ABSTRACT.—YARDS AT HOME AND ABROAD.

Yards at Home (*vide* page 140).	69,830	5,926	236,420	312,176	4,822	316,998	277,344	25,127	7,602	310,073	6,925	316,998
Yards Abroad (*vide* above).	7,405	718	19,982	28,105	1,563	29,668	24,504	2,669	322	27,495	2,173	29,668
Total £.	77,235	6,644	256,402	340,281	6,385	346,666	301,848	27,796	7,924	337,568	9,098	346,666
Abate, Excess of Value (Col. 6.)											6,385	
Net excess of cost of manufacture over value at Rate Book prices at which stores manufactured have been returned to Stock £.											2,713	

APPENDICES.

APPENDIX A. - - - - - - - -

STATEMENT showing the TOTAL COST of CONSTRUCTION, REPAIRS, and during the Twenty-five Years,

YEAR.	EXPENDITURE FOR LABOUR, MATERIALS, AND CONSTRUCTION.									
	DOCKYARD-BUILT SHIPS.				CONTRACT-BUILT SHIPS.				TOTAL.	
	Armoured.	Protected and Partially Protected.	Unprotected.	TOTAL.	Armoured.	Protected and Partially Protected.	Unprotected.	TOTAL.		
	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1869–70	536,293	—	259,906	796,199	540,055	—	50,793	590,848	1,387,047	1
1870–71	558,800	—	264,052	822,852	455,415	—	52,547	507,962	1,330,814	2
1871–72	345,750	—	448,074	793,824	349,288	—	41,060	390,348	1,184,172	3
1872–73	237,956	—	413,878	651,834	61,869	—	95,384	157,253	809,087	4
1873–74	377,715	—	615,128	992,843	8,244	—	288,941	297,185	1,290,028	5
1874–75	710,236	—	372,023	1,082,259	31,928	—	413,974	445,902	1,528,161	6
1875–76	759,495	—	289,606	1,049,101	298,968	—	265,149	564,117	1,613,218	7
1876–77	604,607	—	497,506	1,102,113	335,711	151,466	532,670	1,019,847	2,121,960	8
1877–78	408,433	—	421,897	830,330	1,540,039	272,073	280,000	2,092,112	2,922,442	9
1878–79	345,101	41,543	339,539	726,183	258,516	245,992	277,358	781,866	1,508,049	10
1879–80	465,807	168,657	257,939	892,403	103,253	58,690	334,261	496,204	1,388,607	11
1880–81	585,264	235,666	136,562	957,492	50,781	132,062	286,014	468,857	1,426,349	12
1881–82	887,029	371,775	22,069	1,280,873	10,672	189,844	201,111	401,627	1,682,500	13
1882–83	940,383	382,233	19,545	1,342,161	29,559	105,419	289,875	424,853	1,767,014	14
1883–84	1,127,377	338,302	98,205	1,563,884	132,760	71,345	162,101	366,206	1,930,090	15
1884–85	1,283,899	296,441	131,137	1,711,477	233,828	28,518	268,247	530,593	2,242,070	16
1885–86	990,833	405,929	207,856	1,604,618	887,281	48,518	1,197,044	2,132,843	3,737,461	17
1886–87	1,163,742	174,230	210,465	1,548,437	1,240,938	5,733	700,117	1,946,788	3,495,225	18
1887–88	1,052,610	231,872	447,410	1,731,892	755,245	126,937	205,463	1,087,645	2,819,537	19
1888–89	455,633	682,934	654,239	1,792,806	264,277	340,071	192,493	796,841	2,398,805 / (c) 190,842	20
1889–90	697,623	999,390	297,072	1,994,085	89,031	1,192,764	164,431	1,446,226	2,455,997 / (d) 984,314	21
1890–91	1,171,174	1,265,912	104,006	2,541,092	594,731	2,217,908	72,615	2,885,254	2,769,651 / (d) 2,656,695	22
1891–92	1,258,127	1,202,676	117,347	2,578,150	1,399,614	1,392,958	139,820	2,932,392	2,772,435 / (d) 2,738,107	23
1892–93	819,630	1,026,530	165,561	2,011,721	1,059,657	656,502	324,709	2,040,868	2,263,112 / (d) 1,789,477	24
1893–94	739,717	689,986	286,570	1,716,273	445,764	314,961	507,558	1,268,283	2,323,327 / (d) 661,229	25

(a) These amounts are based upon the average indirect expenses for 1871–72 and 1872–73.
(b) Cost of hire, &c., of the Royal Reserve of Merchant Cruisers.

Appendix A.

Maintenance, and Incidental Charges of the Dockyards, apportioned to Ships 1869-70 to 1893-94. (*See* Diagram on page 202 *a*.)

	CONTRACT WORK ON REPAIRS AND MAINTENANCE.			TOTAL EXPENDITURE ON SHIPS.			TOTAL AMOUNT EXPENDED UNDER	
	Armoured.	Protected, Partially Protected, and Unprotected.	TOTAL.	Direct—For Labour and Materials, including Payments to Contractors, &c.	Indirect—For Dockyard Incidental Charges.	TOTAL.	Votes 6 and 10, for Labour and Stores, &c.—1869-70 to 1887-88. Vote 8, 1888-89 to 1893-94.	Navy Votes.
	£.	£.	£.	£.	£.	£.	£.	£.
1	130,743	446,549	577,292	1,964,339	(*a*) 491,104	2,455,443	2,572,745	10,102,641
2	182,065	487,551	669,616	2,000,430	(*a*) 499,902	2,500,332	2,635,076	10,087,414
3	87,595	397,342	484,937	1,669,109	436,102	2,105,211	2,545,865	9,875,981
4	158,933	386,983	545,916	1,355,003	416,888	1,771,891	2,413,347	9,564,678
5	291,381	524,601	815,982	2,106,010	483,398	2,589,408	3,175,631	10,558,751
6	320,229	672,570	992,799	2,520,960	490,419	3,011,379	3,455,650	10,776,277
7	321,871	631,806	953,677	2,566,895	530,179	3,097,074	3,540,092	10,903,924
8	207,446	600,210	807,656	2,929,616	509,973	3,439,589	3,929,846	11,259,835
9	489,182	580,243	1,069,425	3,991,867	521,034	4,512,901	5,123,591	12,800,044
10	430,077	634,074	1,064,151	2,572,200	566,516	3,138,716	3,810,737	11,959,139
11	331,033	491,187	822,220	2,210,827	529,493	2,740,320	3,106,563	11,004,394
12	259,987	581,723	841,710	2,268,059	522,933	2,790,992	3,082,803	10,513,469
13	212,283	478,797	691,080	2,373,580	513,773	2,887,353	3,318,555	10,870,922
14	311,068	566,629	877,697	2,644,711	524,948	3,169,659	3,472,953	12,063,210
15	259,329	666,850	926,179	2,856,269	549,442	3,405,711	3,615,264	10,758,594
16	311,639	703,174	1,014,813	3,256,883	572,402	3,829,285	3,861,333	11,625,809
17	335,222	651,671 (*b*) 704,126	1,691,019	5,428,480	593,891	6,022,371	7,188,536	16,193,701
18	305,865	608,258	914,123	4,409,348	548,845	4,958,193	5,505,568	13,118,657
19	292,399	513,747 (*b*) 22,264	828,410	3,647,947	515,728	4,163,675	4,736,941	12,348,895
20	300,925	454,799 (*b*) 18,347	774,071	3,172,876 (*c*) 190,842	389,474 (*b*) 27,104	3,589,454 (*c*) 190,842	3,980,482 (*c*) 190,842	12,934,641 (*c*) 238,197
21	588,110	438,842 (*b*) 20,559	1,047,511	3,503,508 (*d*) 984,314	356,881 (*b*) 37,793	3,898,182 (*d*) 984,314	4,446,252 (*d*) 984,314	13,643,969 (*d*) 1,255,086
22	582,647	516,675 (*b*) 2,677	1,101,999	3,871,650 (*d*) 2,656,695	342,759 (*b*) 38,946	4,253,355 (*d*) 2,656,695	4,981,333 (*d*) 2,656,695	13,910,732 (*d*) 3,254,351
23	373,438	650,834 (*b*) 2,913	1,027,185	3,799,620 (*d*) 2,738,107	356,428 (*b*) 67,178	4,223,226 (*d*) 2,738,107	4,908,395 (*d*) 2,738,107	14,278,049 (*d*) 2,978,073
24	548,089	659,907 (*b*) 2,158	1,210,154	3,473,266 (*d*) 1,789,477	355,652 (*b*) 57,891	3,886,812 (*d*) 1,789,477	4,632,271 (*d*) 1,789,477	14,325,949 (*d*) 2,071,886
25	610,027	656,361 (*b*) 517	1,266,905	3,590,232 (*d*) 661,229	374,569 (*b*) 22,038	3,986,839 (*d*) 661,229	4,739,828 (*d*) 661,229	14,306,547 (*d*) 1,030,217

(*c*) Expenditure met out of the Consolidated Fund under the Imperial Defence Act of 1888.
(*d*) Expenditure met out of the Consolidated Fund under Naval and Imperial Defence Acts of 1888 and 1889.

Appendix B. - - - - - - - -

STATEMENT of the Cost of the Effective and Non-Effective Ships at present on the to 189 (Incidental Charges

CLASS OF SHIP.	Prior to 1873–74.	1873–74.	1874–75.	1875–76.	1876–77.	1877–78.
1. EFFECTIVE SHIPS:	£.	£.	£.	£.	£.	£.
COMBATANT:						
Armoured - - - - - -	6,173,142 *833,362*	771,253 *76,152*	239,197 *61,570*	–	682,626 *119,404*	1,461,069 *238,785*
Protected - - - - - -	–	–	–	–	–	–
Partially Protected - - - -	–	–	–	–	–	–
Unprotected, viz.:						
Frigates - - - - -	226,260 *57,580*	–	210,234 *59,582*	–	–	–
Corvettes - - - - -	264,919 *5,430*	–	–	–	103,429 *3,886*	338,835 *44,134*
Sloops - - - - - -	–	–	–	–	–	116,302 *16,430*
Torpedo Depôt Ship, and Cruisers	–	–	–	–	–	–
Torpedo Gun Boats - - -	–	–	–	–	–	–
Gun Vessels - - - -	–	–	–	–	–	–
Gun Boats - - - - -	–	–	–	–	–	24,437 *808*
Torpedo Boat Destroyers - -	–	–	–	–	–	–
Gun Boats, Coast Defence - -	157,068 *23,021*	43,855 *266*	–	–	–	40,714 *3,192*
Despatch, Surveying Vessels, &c. -	183,433 *51,045*	–	171,434 *40,619*	–	–	55,800 *1,777*
Torpedo Boats, Launches, &c. -	27,001 *1,899*	7,563 *374*	8,307 *432*	3,717 *185*	8,132 *403*	18,686 *1,200*
£.	7,031,823 *972,337*	822,671 *76,792*	629,172 *162,203*	3,717 *185*	794,187 *123,693*	2,055,843 *306,326*
NON-COMBATANT:						
Troop and Store Ships - - -	–	21,500 –	–	–	–	–
Small Steam Vessels, Tugs, Tanks, &c.	223,993 *14,208*	37,798 *2,749*	8,018 *320*	50,521 *10,341*	–	25,546 *1,021*
2. NON-EFFECTIVE SHIPS:						
Ships capable of being fitted, but not ordered - - - - - -	–	–	–	–	–	–
Ships unfit for Service, or ordered to be sold, &c. - - - - - -	3,225,715 *551,470*	42,597 *8,286*	–	–	249,974 *54,496*	147,289 *12,695*
3. GUARD, RECEIVING, &c., SHIPS:						
Guard, Receiving, &c., Ships - -	3,423,753 *1,204,983*	–	–	–	–	–
TOTAL - - - £.	13,905,284 *2,742,998*	924,566 *87,827*	637,190 *162,523*	54,238 *10,526*	1,044,161 *178,189*	2,228,678 *320,042*

1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
£.	£.	£.	£.	£.	£.
886,918 *119,024*	414,434 *13,374*	531,846 *24,816*	1,912,964 *179,368*	296,761 *4,696*	–
–	–	–	–	226,305 *49,476*	–
123,913 *4,157*	244,499 *8,661*	122,681 *4,759*	123,044 *5,034*	68,056 *18,554*	204,775 *46,547*
–	–	–	–	–	–
209,712 *43,831*	224,052 *32,961*	–	–	–	234,860 *34,446*
57,290 *14,582*	–	–	105,363 *27,036*	–	–
126,517 *5,060*	–	–	–	–	–
–	–	–	–	–	–
–	–	75,247 *2,715*	–	–	–
48,961 *1,721*	–	23,653 *4,350*	45,214 *1,941*	69,936 *6,692*	32,783 *1,262*
–	–	–	–	–	–
195,975 *15,739*	47,500 *9,072*	–	23,478 *4,324*	–	–
–	–	102,436 *3,666*	23,570 *733*	71,766 *3,232*	88,037 *2,769*
101,683 *4,398*	33,884 *1,938*	36,770 *3,374*	95,663 *3,529*	49,942 *2,574*	15,207 *867*
1,750,969 *208,512*	964,369 *66,006*	892,633 *43,680*	2,329,296 *221,965*	782,766 *85,224*	575,662 *85,891*
123,078 *2,157*	–	–	–	–	–
–	–	4,200 *168*	9,452 *378*	23,000 *920*	68,763 *2,749*
21,863 *1,947*	123,678 *4,493*	–	123,015 *26,800*	72,397 *19,002*	–
234,372 *48,500*	240,103 *46,113*	–	46,765 *5,796*	22,825 *1,104*	–
53,884 *14,295*	38,598 *15,438*	–	–	–	53,871 *13,824*
2,184,166 *275,411*	1,366,748 *132,050*	896,833 *43,848*	2,508,528 *254,939*	900,988 *106,250*	698,296 *102,464*

1884–85.	1885-86.	1886–87.	1887–88.	1888-89.	1889–90.
£.	£.	£.	£.	£.	£.
530,015 *104,527*	1,210,109 *206,566*	2,227,883 *319,274*	4,991,135 *471,285*	1,191,534 *136,652*	738,699 *80,493*
–	–	–	638,271 *107,767*	496,193 *62,865*	688,792 *60,649*
73,644 *17,733*	1,279,454 *188,280*	191,140 *8,770*	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
162,726 *27,983*	–	180,246 *30,205*	64,409 *16,069*	170,227 *32,186*	112,489 *16,182*
–	–	96,462 *4,781*	690,230 *48,478*	–	–
–	–	–	151,345 *22,942*	53,499 *7,534*	323,063 *36,522*
–	–	114,033 *25,365*	–	–	–
65,584 *2,870*	–	–	141,815 *3,798*	240,413 *42,132*	355,957 *45,065*
–	–	–	–	–	–
–	–	–	–	–	–
–	–	167,178 *6,279*	67,478 *3,667*	77,320 *7,147*	–
82,530 *3,075*	141,470 *5,119*	142,166 *7,296*	740,464 *14,866*	37,957 *1,736*	110,599 *4,108*
914,499 *156,188*	2,631,033 *399,965*	3,119,108 *401,970*	7,485,147 *688,872*	2,267,143 *290,252*	2,329,599 *243,019*
–	–	–	–	–	–
–	7,000 *280*	12,727 *142*	8,187 *1,017*	20,650 *479*	–
55,052 *11,706*	–	–	–	–	–
–	–	–	–	–	–
46,232 *1,969*	–	–	–	–	21,025 *2,980*
1,015,783 *169,863*	2,638,033 *400,245*	3,131,835 *402,112*	7,493,334 *689,889*	2,287,793 *290,731*	2,350,624 *245,999*

Appendix B.

strength of the Royal Navy, under the Years of their completion, as detailed in pages 164 printed in *Italics*).

1890-91.	1891-92.	1892-93.	1893-94.	Total First Cost.	CLASS OF SHIP.
£.	£.	£.	£.	£.	**1. EFFECTIVE SHIPS:**
					COMBATANT:
1,542,852 *73,110*	–	1,552,001 *131,446*	6,129,275 *252,051*		Armoured.
1,000,915 *43,550*	2,591,142 *140,970*	3,351,838 *192,182*	3,282,677 *175,051*	48,191,052 *4,580,960*	Protected.
–	–	–	–		Partially Protected.
					Unprotected, viz.:
–	–	–	–	436,494 *117,162*	Frigates.
–	–	–	–		Corvettes.
–	–	–	–		Sloops.
–	–	–	–		Torpedo Depôt Ship, and Cruisers.
51,881 *11,463*	54,564 *11,763*	163,260 *14,832*	572,465 *43,539*		Torpedo Gun Boats.
–	–	–	–	7,529,410 *871,777*	Gun Vessels.
100,546 *2,395*	–	–	–		Gun Boats.
–	–	–	32,232 *1,067*		Torpedo Boat Destroyers.
–	–	–	–		Gun Boats, Coast Defence.
–	–	–	13,412 *773*		Despatch, Surveying Vessels, &c.
22,444 *630*	6,443 *226*	17,000 *595*	21,036 *735*	1,728,664 *59,559*	Torpedo Boats, Launches, &c.
2,718,638 *131,148*	2,652,149 *152,959*	5,084,099 *339,055*	10,051,097 *473,216*	57,885,620 *5,629,458*	
					NON-COMBATANT:
–	–	–	–	144,578 *2,157*	Troop and Store Ships.
13,825 *311*	24,102 *794*	–	–	537,782 *35,877*	Small Steam Vessels, Tugs, Tanks, &c.
					2. NON-EFFECTIVE SHIPS:
–	–	–	–	4,605,645 *792,408*	Ships capable of being fitted, but not ordered.
–	–	–	–		Ships unfit for Service, or ordered to be sold, &c.
					3. GUARD, RECEIVING, &c., SHIPS:
–	–	–	–	3,637,363 *1,253,489*	Guard, Receiving, &c., Ships.
2,732,463 *131,459*	2,676,251 *153,753*	5,084,099 *339,055*	10,051,097 *473,216*	66,810,988 *7,713,389*	£. - - Total.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the Royal Navy
Sea Stores, &c., inclusive of

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1861–62.	1862–63.	1864–65.	1865–66.	1866–67.	1867–68.	1868–69.
ARMOURED SHIPS:		£.	£.	£.	£.	£.	£.	£.
WARRIOR	Thames Company	377,292 *12,102*	–	–	–	–	–	–
BLACK PRINCE	Messrs. Napier's	–	377,954 *13,470*	–	–	–	–	–
ACHILLES	Chatham	–	–	469,572 *145,397*	–	–	–	–
PRINCE ALBERT	Messrs. Samuda's	–	–	–	208,345 *19,702*	–	–	–
SCORPION	Messrs. Laird's	–	–	–	111,614 *550*	–	–	–
WIVERN	Messrs. Laird's	–	–	–	118,769 *331*	–	–	–
BELLEROPHON	Chatham	–	–	–	–	356,493 *91,125*	–	–
MINOTAUR	Thames Company	–	–	–	–	–	478,360 *12,571*	–
AGINCOURT	Messrs. Laird's	–	–	–	–	–	–	488,003 *13,066*
HERCULES	Chatham	–	–	–	–	–	–	377,008 *99,642*
NORTHUMBERLAND	Millwall Company	–	–	–	–	–	–	490,680 *22,191*
PENELOPE	Pembroke	–	–	–	–	–	–	196,789 *56,860*
MONARCH	Chatham	–	–	–	–	–	–	–
AUDACIOUS	Messrs. Napier's	–	–	–	–	–	–	–
INVINCIBLE	Messrs. Napier's	–	–	–	–	–	–	–
IRON DUKE	Pembroke	–	–	–	–	–	–	–
GLATTON	Chatham	–	–	–	–	–	–	–
HOTSPUR	Messrs. Napier's	–	–	–	–	–	–	–
SULTAN	Chatham	–	–	–	–	–	–	–
SWIFTSURE	Messrs. Palmer's	–	–	–	–	–	–	–
DEVASTATION	Portsmouth	–	–	–	–	–	–	–
GORGON	Messrs. Palmer's	–	–	–	–	–	–	–
TRIUMPH	Messrs. Palmer's	–	–	–	–	–	–	–
Carried forward £.		377,292 *12,102*	377,954 *13,470*	469,572 *145,397*	438,728 *20,583*	356,493 *91,125*	478,360 *12,571*	1,547,480 *191,759*

1869–70.	1870–71.	1871–72.	1872–73.	1873–74.	1874–75.
£.	£.	£.	£.	£.	£.
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
371,415 *107,556*	–	–	–	–	–
–	256,291 *6,897*	–	–	–	–
	249,203 *4,206*	–	–	–	–
–	208,763 *57,026*	–	–	–	–
–	–	223,101 *50,574*	–	–	–
–	–	175,995 *4,267*	–	–	–
–	–	374,777 *110,378*	–	–	–
–	–	–	267,718 *5,451*	–	–
–	–	–	–	361,438 *69,308*	–
–	–	–	–	141,254 *1,284*	–
–	–	–	–	268,561 *5,560*	–
371,415 *107,556*	714,257 *68,129*	773,873 *165,219*	267,718 *5,451*	771,253 *76,152*	–

1876-77.	1877-78.	1878-79.	1879-80.	1881-82.	1882-83.
£.	£.	£.	£.	£.	£.
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–

under the Year of completion, with the subsequent Outlay upon Repairs, Alterations, Dockyard Incidental Expenditure.

incidental charges apportioned to each ship.

1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1893-94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	**ARMOURED SHIPS:**
–	–	–	–	–	–	–	–	211,844 *52,976*	WARRIOR.
–	–	–	–	–	–	–	–	289,947 *71,205*	BLACK PRINCE.
–	–	–	–	–	–	–	–	219,257 *52,244*	ACHILLES.
–	–	–	–	–	–	–	–	50,797 *12,567*	PRINCE ALBERT.
–	–	–	–	–	–	–	–	49,254 *11,849*	SCORPION.
–	–	–	–	–	–	–	–	91,466 *20,974*	WIVERN.
–	–	–	–	–	–	–	–	276,313 *64,204*	BELLEROPHON.
–	–	–	–	–	–	–	–	303,061 *72,353*	MINOTAUR.
–	–	–	–	–	–	–	–	269,867 *63,400*	AGINCOURT.
–	–	–	–	–	–	–	–	372,205 *67,517*	HERCULES.
–	–	–	–	–	–	–	–	288,381 *68,914*	NORTHUMBERLAND.
–	–	–	–	–	–	–	–	123,877 *27,735*	PENELOPE.
–	–	–	–	–	–	–	–	305,037 *62,750*	MONARCH.
–	–	–	–	–	–	–	–	231,071 *55,667*	AUDACIOUS.
–	–	–	–	–	–	–	–	178,338 *42,068*	INVINCIBLE.
–	–	–	–	–	–	–	–	214,079 *51,523*	IRON DUKE.
–	–	–	–	–	–	–	–	63,529 *14,180*	GLATTON.
–	–	–	–	–	–	–	–	175,024 *41,170*	HOTSPUR.
–	–	–	–	–	–	–	–	318,159 *56,285*	SULTAN.
–	–	–	–	–	–	–	–	180,391 *42,445*	SWIFTSURE.
–	–	–	–	–	–	–	–	266,009 *42,787*	DEVASTATION.
–	–	–	–	–	–	–	–	49,648 *10,259*	GORGON.
–	–	–	–	–	–	–	–	185,742 *44,774*	TRIUMPH.
–	–	–	–	–	–	–	–	–	£. - Carried forward.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1861–62.	1862–63.	1864–65.	1865–66.	1866–67.	1867–68.	1868–69.	1869–70.
		£.	£.	£.	£.	£.	£.	£.	£.
Brought forward - - -		377,292 *12,102*	377,954 *13,470*	469,572 *145,397*	438,728 *20,583*	356,493 *91,125*	478,360 *12,571*	1,547,480 *191,759*	371,415 *107,556*
ARMOURED SHIPS— *continued.*									
RUPERT - - - -	Chatham - -	–	–	–	–	–	–	–	–
ALEXANDRA - - - -	Chatham - -	–	–	–	–	–	–	–	–
HYDRA - - - - -	Messrs. Elder's -	–	–	–	–	–	–	–	–
CYCLOPS - - - -	Thames Company -	–	–	–	–	–	–	–	–
HECATE - - - -	Messrs. Dudgeon's -	–	–	–	–	–	–	–	–
SHANNON - - - -	Pembroke - -	–	–	–	–	–	–	–	–
TEMERAIRE - - - -	Chatham - -	–	–	–	–	–	–	–	–
THUNDERER - - - -	Portsmouth - -	–	–	–	–	–	–	–	–
BELLEISLE - - - -	Messrs. Samuda's -	–	–	–	–	–	–	–	–
DREADNOUGHT - - -	Pembroke - -	–	–	–	–	–	–	–	–
NORTHAMPTON - - -	Messrs. Napier's -	–	–	–	–	–	–	–	–
SUPERB - - - - -	Thames Company -	–	–	–	–	–	–	–	–
INFLEXIBLE - - - -	Portsmouth - -	–	–	–	–	–	–	–	–
NELSON - - - -	Messrs. Elder's -	–	–	–	–	–	–	–	–
NEPTUNE - - - -	Messrs. Dudgeon's -	–	–	–	–	–	–	–	–
ORION - - - -	Messrs. Samuda's -	–	–	–	–	–	–	–	–
AGAMEMNON - - -	Chatham - -	–	–	–	–	–	–	–	–
AJAX - - - - -	Pembroke - -	–	–	–	–	–	–	–	–
COLOSSUS - - - -	Portsmouth - -	–	–	–	–	–	–	–	–
COLLINGWOOD - - -	Pembroke - -	–	–	–	–	–	–	–	–
CONQUEROR - - - -	Chatham - -	–	–	–	–	–	–	–	–
EDINBURGH - - - -	Pembroke - -	–	–	–	–	–	–	–	–
IMPERIEUSE - - -	Portsmouth - -	–	–	–	–	–	–	–	–
AUSTRALIA - - - -	Messrs. Napier's -	–	–	–	–	–	–	–	–
BENBOW - - - -	Thames Company -	–	–	–	–	–	–	–	–
Carried forward - - - £.		377,292 *12,102*	377,954 *13,470*	469,572 *145,397*	438,728 *20,583*	356,493 *91,125*	478,360 *12,571*	1,547,480 *191,759*	371,415 *107,556*

1870–71.	1871–72.	1872–73.	1873–74.	1874–75.	1876–77.
£.	£.	£	£.	£.	£.
714,257 *68,129*	773,873 *165,219*	267,718 *5,451*	771,253 *76,152*	–	–
–	–	–	–	239,197 *61,570*	–
–	–	–	–	–	538,293 *115,622*
–	–	–	–	–	144,333 *3,782*
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
714,257 *68,129*	773,873 *165,219*	267,718 *5,451*	771,253 *76,152*	239,197 *61,570*	682,626 *119,404*

1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
£.	£.	£.	£.	£.	£.
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
156,782 *4,410*	–	–	–	–	–
143,310 *4,123*	–	–	–	–	–
302,727 *56,924*	–	–	–	–	–
480,822 *99,149*	–	–	–	–	–
368,428 *74,179*	–	–	–	–	–
–	267,179 *9,454*	–	–	–	–
–	619,739 *109,570*	–	–	–	–
–	–	414,434 *13,374*	–	–	–
–	–	–	531,846 *24,816*	–	–
–	–	–	–	812,485 *138,921*	–
–	–	–	–	411,308 *16,422*	–
–	–	–	–	689,171 *24,025*	–
–	–	–	–	–	296,761 *4,696*
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
1,461,069 *238,785*	886,918 *119,024*	414,434 *13,374*	531,846 *24,816*	1,912,964 *179,368*	296,761 *4,696*

Royal Navy, under the Year of Completion, &c.—*continued.*

incidental charges apportioned to each ship.

1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1892–93.	1893–94	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
–	–	–	–	–	–	–	–	–	–	- - - Brought forward.
										ARMOURED SHIPS—*continued.*
–	–	–	–	–	–	–	–	–	177,376 *33,657*	RUPERT.
–	–	–	–	–	–	–	–	–	189,221 *35,507*	ALEXANDRA.
–	–	–	–	–	–	–	–	–	34,243 *7,790*	HYDRA.
–	–	–	–	–	–	–	–	–	34,218 *5,230*	CYCLOPS.
–	–	–	–	–	–	–	–	–	42,757 *10,135*	HECATE.
–	–	–	–	–	–	–	–	–	82,319 *18,609*	SHANNON.
–	–	–	–	–	–	–	–	–	140,609 *27,458*	TEMERAIRE.
–	–	–	–	–	–	–	–	–	216,395 *35,131*	THUNDERER.
–	–	–	–	–	–	–	–	–	43,991 *9,880*	BELLEISLE.
–	–	–	–	–	–	–	–	–	94,015 *13,301*	DREADNOUGHT.
–	–	–	–	–	–	–	–	–	104,027 *26,154*	NORTHAMPTON.
–	–	–	–	–	–	–	–	–	156,983 *20,619*	SUPERB.
–	–	–	–	–	–	–	–	–	110,878 *20,492*	INFLEXIBLE.
–	–	–	–	–	–	–	–	–	88,804 *13,694*	NELSON.
–	–	–	–	–	–	–	–	–	71,269 *18,047*	NEPTUNE.
–	–	–	–	–	–	–	–	–	45,989 *4,648*	ORION.
530,015 *104,527*	–	–	–	–	–	–	–	–	59,957 *7,595*	AGAMEMNON.
–	548,393 *86,745*	–	–	–	–	–	–	–	74,000 *12,197*	AJAX.
–	661,716 *119,821*	–	–	–	–	–	–	–	54,621 *5,464*	COLOSSUS.
–	–	636,996 *69,081*	–	–	–	–	–	–	53,095 *3,872*	COLLINGWOOD.
–	–	401,991 *71,467*	–	–	–	–	–	–	35,875 *6,987*	CONQUEROR.
–	–	645,138 *90,216*	–	–	–	–	–	–	43,679 *1,613*	EDINBURGH.
–	–	543,758 *88,510*	–	–	–	–	–	–	55,220 *6,240*	IMPERIEUSE.
–	–	–	261,426 *6,927*	–	–	–	–	–	33,731 *1,725*	AUSTRALIA.
–	–	–	760,173 *14,618*	–	–	–	–	–	48,033 *3,919*	BENBOW.
530,015 *104,527*	1,210,109 *206,566*	2,227,883 *319,274*	1,021,599 *21,545*	–	–	–	–	–	–	£. - Carried forward.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1861-62.	1862-63.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.
		£.	£.	£.	£.	£.	£.	£.	£.
Brought forward		377,292 *12,102*	377,954 *13,470*	469,572 *145,397*	438,728 *20,583*	356,493 *91,125*	478,360 *12,571*	1,547,480 *191,759*	371,415 *107,556*
ARMOURED SHIPS— *continued.*									
CAMPERDOWN	Portsmouth	–	–	–	–	–	–	–	–
GALATEA	Messrs. Napier's	–	–	–	–	–	–	–	–
HERO	Chatham	–	–	–	–	–	–	–	–
HOWE	Pembroke	–	–	–	–	–	–	–	–
NARCISSUS	Earle's Company	–	–	–	–	–	–	–	–
ORLANDO	Palmer's Company	–	–	–	–	–	–	–	–
RODNEY	Chatham	–	–	–	–	–	–	–	–
UNDAUNTED	Palmer's Company	–	–	–	–	–	–	–	–
WARSPITE	Chatham	–	–	–	–	–	–	–	–
ANSON	Pembroke	–	–	–	–	–	–	–	–
AURORA	Pembroke	–	–	–	–	–	–	–	–
IMMORTALITÉ	Chatham	–	–	–	–	–	–	–	–
TRAFALGAR	Portsmouth	–	–	–	–	–	–	–	–
NILE	Pembroke	–	–	–	–	–	–	–	–
SANS PAREIL	Thames Company	–	–	–	–	–	–	–	–
HOOD	Chatham	–	–	–	–	–	–	–	–
ROYAL SOVEREIGN	Portsmouth	–	–	–	–	–	–	–	–
BARFLEUR	Chatham	–	–	–	–	–	–	–	–
CENTURION	Portsmouth	–	–	–	–	–	–	–	–
EMPRESS OF INDIA	Pembroke	–	–	–	–	–	–	–	–
RAMILLIES	Messrs. Thomson's	–	–	–	–	–	–	–	–
REPULSE	Pembroke	–	–	–	–	–	–	–	–
RESOLUTION	Palmer's Company	–	–	–	–	–	–	–	–
REVENGE	Palmer's Company	–	–	–	–	–	–	–	–
ROYAL OAK	Messrs. Laird's	–	–	–	–	–	–	–	–
TOTAL ARMOURED SHIPS £		377,292 *12,102*	377,954 *13,470*	469,572 *145,397*	438,728 *20,583*	356,493 *91,125*	478,360 *12,571*	1,547,480 *191,759*	371,415 *107,556*

1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1876-77.
£.	£.	£.	£.	£.	£.
714,257	773,873	267,718	771,253	239,197	682,626
68,129	*165,219*	*5,451*	*76,152*	*61,570*	*119,404*
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–
714,257	773,873	267,718	771,253	239,197	682,626
68,129	*165,219*	*5,451*	*76,152*	*61,570*	*119,404*

1877–78.	1878–79.	1879–80.	1880–81.	1881–82.	1882–83.
£.	£.	£.	£.	£.	£.
1,461,069	886,918	414,434	531,846	1,912,964	296,761
238,785	*119,024*	*13,374*	*24,816*	*179,368*	*4,696*
–	–	–	–	–	–
–	–	–	–	–	–
–	–	–	–	–	–

Royal Navy, under the Year of Completion, &c.—*continued.*

incidental charges apportioned to each ship.

1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1892-93.	1893-94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
530,015 *104,527*	1,210,109 *206,566*	2,227,883 *319,274*	1,021,599 *21,545*	–	–	–	–	–	–	- - - Brought forward.
										ARMOURED SHIPS—*continued.*
–	–	–	676,970 *93,023*	–	–	–	–	–	46,099 *4,744*	CAMPERDOWN.
–	–	–	259,856 *6,348*	–	–	–	–	–	26,802 *4,046*	GALATEA.
–	–	–	388,179 *62,166*	–	–	–	–	–	24,401 *3,481*	HERO.
–	–	–	638,653 *66,759*	–	–	–	–	–	137,986 *14,337*	HOWE.
–	–	–	263,650 *7,150*	–	–	–	–	–	24,835 *3,448*	NARCISSUS.
–	–	–	270,619 *7,518*	–	–	–	–	–	37,874 *571*	ORLANDO.
–	–	–	664,987 *104,936*	–	–	–	–	–	54,129 *7,367*	RODNEY.
–	–	–	273,737 *7,532*	–	–	–	–	–	28,760 *3,253*	UNDAUNTED.
–	–	–	532,885 *94,308*	–	–	–	–	–	52,582 *5,412*	WARSPITE.
–	–	–	–	661,838 *63,588*	–	–	–	–	43,023 *6,662*	ANSON.
–	–	–	–	270,169 *31,208*	–	–	–	–	29,610 *5,367*	AURORA.
–	–	–	–	259,527 *41,856*	–	–	–	–	30,437 *3,979*	IMMORTALITÉ.
–	–	–	–	–	738,699 *80,493*	–	–	–	44,550 *691*	TRAFALGAR.
–	–	–	–	–	–	764,487 *60,355*	–	–	20,707 *848*	NILE.
–	–	–	–	–	–	778,365 *12,755*	–	–	26,430 *1,163*	SANS PAREIL.
–	–	–	–	–	–	–	(*b*)783,768 *62,531*	–	15,178 *1,397*	HOOD.
–	–	–	–	–	–	–	(*b*)768,233 *68,915*	–	22,093 *2,397*	ROYAL SOVEREIGN.
–	–	–	–	–	–	–	–	(*a*) (*b*)525,970 *48,351*	7,589 *933*	BARFLEUR.
–	–	–	–	–	–	–	–	(*a*) (*b*)535,382 *52,801*	11,600 *1,526*	CENTURION.
–	–	–	–	–	–	–	–	(*b*)788,907 *55,217*	14,352 *1,731*	EMPRESS OF INDIA.
–	–	–	–	–	–	–	–	(*c*)889,250 *10,071*	13,724 *1,531*	RAMILLIES.
–	–	–	–	–	–	–	–	(*a*) (*b*)789,344 *56,364*	7,570 *980*	REPULSE.
–	–	–	–	–	–	–	–	(*c*)861,091 *9,612*	11,348 *1,485*	RESOLUTION.
–	–	–	–	–	–	–	–	(*a*) (*c*)860,967 *9,674*	10,123 *1,315*	REVENGE.
–	–	–	–	–	–	–	–	(*a*) (*c*)878,364 *9,961*	5,466 *721*	ROYAL OAK.
530,015 *104,527*	1,210,109 *206,566*	2,227,883 *319,274*	4,991,135 *471,285*	1,191,534 *136,652*	738,699 *80,493*	1,542,852 *73,110*	1,552,001 *131,446*	6,129,275 *252,051*	–	£. TOTAL ARMOURED SHIPS.

(*a*) These figures are liable to revision, consequent on expenditure brought to account in subsequent years.
(*b*) Inclusive of the Cost of Torpedo and Steam Boats, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.
(*c*) Inclusive of the Cost of Torpedo and Steam Boats, and Inspection of Contract Work, but exclusive of the Cost of Reserve Gun Mountings, which have not yet been issued.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
PROTECTED SHIPS:							
TORPEDO RAM:		£.	£.	£.	£.	£.	£.
POLYPHEMUS	Chatham	–	–	226,305 *49,476*	–	–	–
TORPEDO DEPÔT SHIP:							
VULCAN	Portsmouth	–	–	–	–	–	–
CRUISERS:							
MERSEY	Chatham	–	–	–	–	–	–
SEVERN	Chatham	–	–	–	–	–	–
THAMES	Pembroke	–	–	–	–	–	–
FORTH	Pembroke	–	–	–	–	–	–
MEDEA	Chatham	–	–	–	–	–	–
MEDUSA	Chatham	–	–	–	–	–	–
BARHAM	Portsmouth	–	–	–	–	–	–
BARRACOUTA	Sheerness	–	–	–	–	–	–
BARROSA	Portsmouth	–	–	–	–	–	–
MAGICIENNE	Fairfield's Company	–	–	–	–	–	–
MARATHON	Fairfield's Company	–	–	–	–	–	–
MELPOMENE	Portsmouth	–	–	–	–	–	–
BELLONA	Messrs. Hawthorne, Leslie & Co.	–	–	–	–	–	–
BLANCHE	Pembroke	–	–	–	–	–	–
BLONDE	Pembroke	–	–	–	–	–	–
KATOOMBA	Messrs. Armstrong	–	–	–	–	–	–
MILDURA	Messrs. Armstrong	–	–	–	–	–	–
PALLAS	Portsmouth	–	–	–	–	–	–
RINGAROOMA	Messrs. Thomson's	–	–	–	–	–	–
TAURANGA	Messrs. Thomson's	–	–	–	–	–	–
WALLAROO	Messrs. Armstrong	–	–	–	–	–	–
ANDROMACHE	Chatham	–	–	–	–	–	–
APOLLO	Chatham	–	–	–	–	–	–
BLAKE	Chatham	–	–	–	–	–	–
INDEFATIGABLE	London and Glasgow Company.	–	–	–	–	–	–
LATONA	Naval Construction and Armament Company.	–	–	–	–	–	–
	Carried forward £.	–	–	226,305 *49,476*	–	–	–

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	Cost of Maintenance, &c., afterCompletion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
									PROTECTED SHIPS:
£.	£.	£.	£.	£.	£.	£.	£.	£.	TORPEDO RAM:
–	–	–	–	–	–	–	–	81,654 *13,751*	POLYPHEMUS.
									TORPEDO DEPÔT SHIP:
–	–	–	–	–	–	–	300,144 *33,312*	23,514 *2,959*	VULCAN.
									CRUISERS:
–	217,982 *42,020*	–	–	–	–	–	–	24,281 *3,351*	MERSEY.
–	209,844 *36,477*	–	–	–	–	–	–	28,857 *1,744*	SEVERN.
–	210,445 *29,270*	–	–	–	–	–	–	20,171 *3,465*	THAMES.
–	–	200,213 *26,463*	–	–	–	–	–	17,879 *3,188*	FORTH.
–	–	146,357 *18,185*	–	–	–	–	–	18,287 *2,257*	MEDEA.
–	–	149,623 *18,217*	–	–	–	–	–	12,843 *1,690*	MEDUSA.
–	–	–	101,571 *12,131*	–	–	–	–	7,689 *781*	BARHAM.
–	–	–	83,409 *13,424*	–	–	–	–	5,989 *958*	BARRACOUTA.
–	–	–	82,137 *9,799*	–	–	–	–	6,079 *850*	BARROSA.
–	–	–	136,200 *3,486*	–	–	–	–	19,834 *1,529*	MAGICIENNE.
–	–	–	135,907 *3,688*	–	–	–	–	17,280 *1,329*	MARATHON.
–	–	–	149,568 *18,121*	–	–	–	–	15,503 *1,603*	MELPOMENE.
–	–	–	–	91,157 *3,135*	–	–	–	8,381 *1,263*	BELLONA.
–	–	–	–	83,500 *9,395*	–	–	–	8,617 *387*	BLANCHE.
–	–	–	–	82,664 *8,958*	–	–	–	4,216 *631*	BLONDE.
–	–	–	–	116,993 (*c*) *1,745*	–	–	–	7,985 *344*	KATOOMBA.
–	–	–	–	115,974 (*c*) *1,462*	–	–	–	6,266 *376*	MILDURA.
–	–	–	–	(*a*)137,110 *13,295*	–	–	–	12,030 *777*	PALLAS.
–	–	–	–	128,738 (*c*) *2,038*	–	–	–	7,872 *455*	RINGAROOMA.
–	–	–	–	128,727 (*c*) *2,113*	–	–	–	10,739 *604*	TAURANGA.
–	–	–	–	116,052 (*c*) *1,409*	–	–	–	6,487 *367*	WALLAROO.
–	–	–	–	–	(*a*)174,606 *14,723*	–	–	9,452 *1,086*	ANDROMACHE.
–	–	–	–	–	(*a*)175,470 *14,744*	–	–	12,808 *1,576*	APOLLO.
–	–	–	–	–	413,293 *39,947*	–	–	21,024 *698*	BLAKE.
–	–	–	–	–	(*b*)180,483 *2,380*	–	–	6,973 *925*	INDEFATIGABLE.
–	–	–	–	–	(*b*)171,096 *2,155*	–	–	11,775 *1,591*	LATONA.
–	638,271 *107,767*	496,193 *62,865*	688,792 *60,649*	1,000,915 *43,550*	1,114,948 *73,949*	–	300,144 *33,312*	–	£. - - - Carried forward.

(*a*) Inclusive of the cost of Torpedo and Steam Boats, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.
(*b*) Inclusive of the cost of Torpedo and Steam Boats, and Inspection of Contract Work, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.
(*c*) Cost of overseeing Contract Work charged to the Imperial Defence Account.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1880–81.	1881–82.	1882–83.	1883–84.	1884–85.	1885–86.
		£.	£.	£.	£.	£.	£.
	Brought forward - - -	–	–	226,305 *49,476*	–	–	–
PROTECTED SHIPS *—continued.*							
CRUISERS—*continued.*							
MELAMPUS - - - -	Naval Construction and Armament Company.	–	–	–	–	–	–
NAIAD - - - - -	Naval Construction and Armament Company.	–	–	–	–	–	–
PEARL - - - - -	Pembroke - -	–	–	–	–	–	–
PHILOMEL - - - -	Devonport - -	–	–	–	–	–	–
PHŒBE - - - - -	Devonport - -	–	–	–	–	–	–
SIRIUS - - - - -	Messrs. Armstrong -	–	–	–	–	–	–
TERPSICHORE - - -	Messrs. Thomson's -	–	–	–	–	–	–
THETIS - - - - -	Messrs. Thomson's -	–	–	–	–	–	–
TRIBUNE - - - -	Messrs. Thomson's -	–	–	–	–	–	–
ÆOLUS - - - - -	Devonport - -	–	–	–	–	–	–
BLENHEIM - - - -	Thames Company -	–	–	–	–	–	–
BRILLIANT - - - -	Sheerness - -	–	–	–	–	–	–
EDGAR - - - - -	Devonport - -	–	–	–	–	–	–
HAWKE - - - - -	Chatham - -	–	–	–	–	–	–
INTREPID - - - -	London and Glasgow Company.	–	–	–	–	–	–
IPHIGENIA - - - -	London and Glasgow Company.	–	–	–	–	–	–
PIQUE - - - - -	Palmer's Company -	–	–	–	–	–	–
RAINBOW - - - -	Palmer's Company -	–	–	–	–	–	–
RETRIBUTION - - -	Palmer's Company -	–	–	–	–	–	–
ROYAL ARTHUR - - -	Portsmouth - -	–	–	–	–	–	–
SAPPHO - - - - -	Messrs. Samuda's -	–	–	–	–	–	–
SCYLLA - - - - -	Messrs. Samuda's -	–	–	–	–	–	–
SPARTAN - - - -	Messrs. Armstrong -	–	–	–	–	–	–
ASTREA - - - - -	Devonport - -	–	–	–	–	–	–
BONAVENTURE - - -	Devonport - -	–	–	–	–	–	–
CAMBRIAN - - - -	Pembroke - -	–	–	–	–	–	–
CRESCENT - - - -	Portsmouth - -	–	–	–	–	–	–
ENDYMION - - - -	Earle's Company -	–	–	–	–	–	–
GIBRALTAR - - - -	Messrs. Napier -	–	–	–	–	–	–
GRAFTON - - - -	Thames Company -	–	–	–	–	–	–
ST. GEORGE - - - -	Earle's Company -	–	–	–	–	–	–
SYBILLE - - - - -	Messrs. Stephenson -	–	–	–	–	–	–
THESEUS - - - -	Thames Company -	–	–	–	–	–	–
TOTAL PROTECTED SHIPS - - - £.		–	–	226,305 *49,476*	–	–	–

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	
–	638,271	496,193	688,792	1,000,915	1,114,948	–	300,144	–	- - - Brought forward.
	107,767	*62,865*	*60,649*	*43,550*	*73,949*		*33,312*		**PROTECTED SHIPS** *—continued.*
									CRUISERS—*continued.*
–	–	–	–	–	(*c*)172,169 *2,233*	–	–	8,706 *1,179*	MELAMPUS.
–	–	–	–	–	(*c*)171,855 *2,142*	–	–	10,674 *1,430*	NAIAD.
–	–	–	–	–	(*b*)146,149 *12,549*	–	–	6,269 *873*	PEARL.
–	–	–	–	–	(*b*)141,070 *16,438*	–	–	9,849 *863*	PHILOMEL.
–	–	–	–	–	(*b*)137,522 *24,756*	–	–	8,121 *1,172*	PHŒBE.
–	–	–	–	–	(*c*)187,402 *2,874*	–	–	9,493 *1,178*	SIRIUS.
–	–	–	–	–	(*c*)173,858 *2,050*	–	–	8,936 *1,001*	TERPSICHORE.
–	–	–	–	–	(*c*)173,167 *2,004*	–	–	8,585 *989*	THETIS.
–	–	–	–	–	(*c*)173,002 *1,975*	–	–	8,405 *974*	TRIBUNE.
–	–	–	–	–	–	(*b*)189,996 *22,387*	–	6,510 *982*	ÆOLUS.
–	–	–	–	–	–	419,319 *13,428*	–	12,138 *1,381*	BLENHEIM.
–	–	–	–	–	–	(*b*)190,752 *25,805*	–	6,819 *1,228*	BRILLIANT.
–	–	–	–	–	–	(*b*)364,314 *43,884*	–	14,514 *1,582*	EDGAR.
–	–	–	–	–	–	(*b*)364,567 *31,698*	–	12,867 *1,238*	HAWKE.
–	–	–	–	–	–	(*c*)180,935 *2,349*	–	5,915 *792*	INTREPID.
–	–	–	–	–	–	(*c*)182,559 *2,438*	–	5,731 *762*	IPHIGENIA.
–	–	–	–	–	–	(*c*)184,860 *2,833*	–	7,215 *1,112*	PIQUE.
–	–	–	–	–	–	(*c*)184,377 *2,642*	–	7,133 *1,090*	RAINBOW.
–	–	–	–	–	–	(*c*)185,161 *2,685*	–	6,727 *1,067*	RETRIBUTION.
–	–	–	–	–	–	(*b*)371,030 *35,194*	–	13,090 *1,583*	ROYAL ARTHUR.
–	–	–	–	–	–	(*c*)173,847 *2,141*	–	7,168 *878*	SAPPHO.
–	–	–	–	–	–	(*c*)173,629 *2,122*	–	6,745 *828*	SCYLLA.
–	–	–	–	–	–	(*c*)186,492 *2,576*	– (*a*)	7,514 *1,122*	SPARTAN.
–	–	–	–	–	–	–	(*b*)216,942 *34,765*	5,646 *929*	ASTREA.
–	–	–	–	–	–	–	(*b*)220,571 (*a*) *26,802*	6,734 *1,109*	BONAVENTURE.
–	–	–	–	–	–	–	(*b*)220,178 *19,862*	4,629 *754*	CAMBRIAN.
–	–	–	–	–	–	–	(*b*)355,001 *32,826*	10,317 *1,368*	CRESCENT.
–	–	–	–	–	–	–	(*c*)357,608 *5,029*	9,553 *1,261*	ENDYMION.
–	–	–	–	–	–	–	(*c*)355,842 *5,324*	9,085 *1,183*	GIBRALTAR.
–	–	–	–	–	–	–	(*c*)356,099 (*a*) *5,156*	8,819 *1,081*	GRAFTON.
–	–	–	–	–	–	–	(*c*)375,826 (*a*) *4,661*	1,845 *243*	ST. GEORGE.
–	–	–	–	–	–	–	(*c*)172,443 (*a*) *2,535*	3,204 *462*	SYBILLE.
–	–	–	–	–	–	–	(*c*)352,023 *4,779*	7,504 *926*	THESEUS.
–	638,271 *107,767*	496,193 *62,865*	688,792 *60,649*	1,000,915 *43,550*	2,591,142 *140,970*	3,351,838 *192,182*	3,282,677 *175,051*	–	£. TOTAL PROTECTED SHIPS.

(*a*) These figures are liable to revision, consequent on expenditure brought to account in subsequent years.
(*b*) Inclusive of the cost of Torpedo and Steam Boats, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.
(*c*) Inclusive of the cost of Torpedo and Steam Boats, and Inspection of Contract Work, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1869–70.	1870–71.	1874–75.	1876–77.	1877–78.	1878–79.	1879–80.
PARTIALLY PROTECTED SHIPS: CRUISERS:		£.	£.	£.	£.	£.	£.	£.
COMUS	Elder's Company	–	–	–	–	–	123,913 *4,157*	–
CHAMPION	Elder's Company	–	–	–	–	–	–	122,903 *4,144*
CURAÇOA	Elder's Company	–	–	–	–	–	–	121,596 *4,517*
CLEOPATRA	Elder's Company	–	–	–	–	–	–	–
CONQUEST	Elder's Company	–	–	–	–	–	–	–
SATELLITE	Sheerness	–	–	–	–	–	–	–
CANADA	Portsmouth	–	–	–	–	–	–	–
HYACINTH	Devonport	–	–	–	–	–	–	–
RAPID	Devonport	–	–	–	–	–	–	–
AMPHION	Pembroke	–	–	–	–	–	–	–
CALLIOPE	Portsmouth	–	–	–	–	–	–	–
CALYPSO	Chatham	–	–	–	–	–	–	–
CAROLINE	Sheerness	–	–	–	–	–	–	–
CORDELIA	Portsmouth	–	–	–	–	–	–	–
LEANDER	Messrs. Napier's	–	–	–	–	–	–	–
PHAETON	Messrs. Napier's	–	–	–	–	–	–	–
PYLADES	Sheerness	–	–	–	–	–	–	–
ROYALIST	Devonport	–	–	–	–	–	–	–
ARETHUSA	Messrs. Napier's	–	–	–	–	–	–	–
TOTAL PARTIALLY PROTECTED SHIPS	£.	–	–	–	–	–	123,913 *4,157*	244,499 *8,661*
UNPROTECTED SHIPS: FRIGATES:								
INCONSTANT	Pembroke	226,260 *57,580*	–	–	–	–	–	–
RALEIGH	Chatham	–	–	210,234 *59,582*	–	–	–	–
TOTAL FRIGATES	£.	226,260 *57,580*	–	210,234 *59,582*	–	–	–	–
CORVETTES:								
VOLAGE	Thames Company	132,817 *2,578*	–	–	–	–	–	–
ACTIVE	Thames Company	–	132,102 *2,852*	–	–	–	–	–
TOURMALINE	Messrs. Dixon's	–	–	–	103,429 *3,886*	–	–	–
BOADICEA	Portsmouth	–	–	–	–	236,811 *41,095*	–	–
RUBY	Earle's Company	–	–	–	–	102,024 *3,039*	–	–
EMERALD	Pembroke	–	–	–	–	–	107,424 *19,593*	–
GARNET	Chatham	–	–	–	–	–	102,288 *24,238*	–
IRIS	Pembroke	–	–	–	–	–	–	224,052 *32,964*
MERCURY	Pembroke	–	–	–	–	–	–	–
TOTAL CORVETTES	£.	132,817 *2,578*	132,102 *2,852*	–	103,429 *3,886*	338,835 *44,134*	209,712 *43,831*	224,052 *32,964*

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1891-92.	1893-94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	PARTIALLY PROTECTED SHIPS: CRUISERS:
–	–	–	–	–	–	–	–	–	60,385 *13,121*	COMUS.
–	–	–	–	–	–	–	–	–	57,318 *14,513*	CHAMPION.
–	–	–	–	–	–	–	–	–	58,246 *12,606*	CURAÇOA.
122,681 *4,759*	–	–	–	–	–	–	–	–	57,598 *12,452*	CLEOPATRA.
–	123,044 *5,034*	–	–	–	–	–	–	–	24,145 *3,217*	CONQUEST.
–	–	68,056 *18,554*	–	–	–	–	–	–	28,336 *5,721*	SATELLITE.
–	–	–	131,565 *27,269*	–	–	–	–	–	38,611 *7,476*	CANADA.
–	–	–	73,210 *19,278*	–	–	–	–	–	20,245 *845*	HYACINTH.
–	–	–	–	73,644 *17,733*	–	–	–	–	18,819 *1,230*	RAPID.
–	–	–	–	–	202,113 *26,351*	–	–	–	44,557 *2,637*	AMPHION.
–	–	–	–	–	157,930 *27,110*	–	–	–	31,393 *5,026*	CALLIOPE.
–	–	–	–	–	165,552 *32,905*	–	–	–	32,811 *6,771*	CALYPSO.
–	–	–	–	–	81,002 *20,431*	–	–	–	14,883 *1,320*	CAROLINE.
–	–	–	–	–	130,875 *26,607*	–	–	–	18,561 *2,238*	CORDELIA.
–	–	–	–	–	191,882 *8,526*	–	–	–	56,630 *4,738*	LEANDER.
–	–	–	–	–	189,672 *8,337*	–	–	–	23,241 *2,770*	PHAETON.
–	–	–	–	–	82,071 *20,419*	–	–	–	20,968 *2,907*	PYLADES.
–	–	–	–	–	78,357 *17,594*	–	–	–	24,679 *1,684*	ROYALIST.
–	–	–	–	–	–	191,140 *8,770*	–	–	29,156 *3,717*	ARETHUSA.
122,681 *4,759*	123,044 *5,034*	68,056 *18,554*	204,775 *46,547*	73,644 *17,733*	1,279,454 *188,280*	191,140 *8,770*	–	–	–	£. TOTAL PARTIALLY PROTECTED SHIPS.
										UNPROTECTED SHIP
										FRIGATES:
–	–	–	–	–	–	–	–	–	149,827 *30,926*	INCONSTANT.
–	–	–	–	–	–	–	–	–	168,489 *37,750*	RALEIGH.
–	–	–	–	–	–	–	–	–	–	£. – TOTAL FRIGATES.
										CORVETTES:
–	–	–	–	–	–	–	–	–	121,596 *28,009*	VOLAGE.
–	–	–	–	–	–	–	–	–	131,785 *30,449*	ACTIVE.
–	–	–	–	–	–	–	–	–	90,321 *19,796*	TOURMALINE.
–	–	–	–	–	–	–	–	–	91,522 *15,278*	BOADICEA.
–	–	–	–	–	–	–	–	–	63,562 *14,703*	RUBY.
–	–	–	–	–	–	–	–	–	64,411 *14,021*	EMERALD.
–	–	–	–	–	–	–	–	–	64,790 *14,323*	GARNET.
–	–	–	–	–	–	–	–	–	78,857 *17,568*	IRIS.
–	–	–	234,860 *34,446*	–	–	–	–	–	51,706 *8,665*	MERCURY.
–	–	–	234,860 *34,446*	–	–	–	–	–	–	£. – TOTAL CORVETTES.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1877–78.	1878–79.	1879–80.	1880–81.	1881–82.	1883–84.
UNPROTECTED SHIPS *—continued.*		£.	£.	£.	£.	£.	£.
SLOOPS:							
PELICAN	Devonport	60,431 *14,420*	–	–	–	–	–
WILD SWAN	Messrs. Napier's	55,871 *2,010*	–	–	–	–	–
GANNET	Sheerness	–	57,290 *14,582*	–	–	–	–
ESPIEGLE	Devonport	–	–	–	–	53,025 *13,666*	–
MUTINE	Devonport	–	–	–	–	52,338 *13,370*	–
DOLPHIN	Messrs. Dixon	–	–	–	–	–	–
MARINER	Devonport	–	–	–	–	–	–
RACER	Devonport	–	–	–	–	–	–
ACORN	Milford Haven Company.	–	–	–	–	–	–
ICARUS	Devonport	–	–	–	–	–	–
SWALLOW	Sheerness	–	–	–	–	–	–
BUZZARD	Sheerness	–	–	–	–	–	–
DAPHNE	Sheerness	–	–	–	–	–	–
MELITA	Malta	–	–	–	–	–	–
NYMPHE	Portsmouth	–	–	–	–	–	–
BASILISK	Sheerness	–	–	–	–	–	–
BEAGLE	Portsmouth	–	–	–	–	–	–
	TOTAL SLOOPS £.	116,302 *16,430*	57,290 *14,582*	–	–	105,363 *27,036*	–
TORPEDO DEPÔT-SHIP:							
HECLA	Purchased	–	126,517 *5,060*	–	–	–	–
TORPEDO CRUISERS:							
SCOUT	Messrs. Thomson's	–	–	–	–	–	–
ARCHER	Messrs. Thomson's	–	–	–	–	–	–
BRISK	Messrs. Thomson's	–	–	–	–	–	–
COSSACK	Messrs. Thomson's	–	–	–	–	–	–
FEARLESS	Barrow Company	–	–	–	–	–	–
MOHAWK	Messrs. Thomson's	–	–	–	–	–	–
PORPOISE	Messrs. Thomson's	–	–	–	–	–	–
RACOON	Devonport	–	–	–	–	–	–
TARTAR	Messrs. Thomson's	–	–	–	–	–	–
	TOTAL TORPEDO DEPÔT SHIP, AND CRUISERS £.	–	126,517 *5,060*	–	–	–	–

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1884–85.	1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1891–92.	1893–94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	UNPROTECTED SHIPS —*continued.*
									SLOOPS:
–	–	–	–	–	–	–	–	38,334 *7,427*	PELICAN.
–	–	–	–	–	–	–	–	41,487 *10,717*	WILD SWAN.
–	–	–	–	–	–	–	–	36,120 *6,936*	GANNET.
–	–	–	–	–	–	–	–	22,215 *6,637*	ESPIEGLE.
–	–	–	–	–	–	–	–	20,452 *6,926*	MUTINE.
47,087 *2,175*	–	–	–	–	–	–	–	18,490 *2,057*	DOLPHIN.
57,992 *12,974*	–	–	–	–	–	–	–	5,802 *1,060*	MARINER.
57,047 *12,834*	–	–	–	–	–	–	–	14,087 *3,086*	RACER.
–	–	58,379 *2,639*	–	–	–	–	–	10,885 *2,262*	ACORN.
–	–	58,043 *12,437*	–	–	–	–	–	13,555 *2,557*	ICARUS.
–	–	63,824 *15,129*	–	–	–	–	–	11,394 *508*	SWALLOW.
–	–	–	64,409 *16,069*	–	–	–	–	10,792 *177*	BUZZARD.
–	–	–	–	56,488 *12,014*	–	–	–	6,106 *274*	DAPHNE.
–	–	–	–	56,010 *11,506*	–	–	–	7,792 *1*	MELITA.
–	–	–	–	57,729 *8,666*	–	–	–	7,021 *357*	NYMPHE.
–	–	–	–	–	55,600 *9,239*	–	–	5,518 *800*	BASILISK.
–	–	–	–	–	56,889 *6,943*	–	–	6,903 *462*	BEAGLE.
162,726 *27,983*	–	180,246 *30,205*	64,409 *16,069*	170,227 *32,186*	112,489 *16,182*	–	–	–	£. - TOTAL SLOOPS.
									TORPEDO DEPÔT SHIP
–	–	–	–	–	–	–	–	76,292 *15,854*	HECLA.
									TORPEDO CRUISERS:
–	–	96,462 *4,781*	–	–	–	–	–	21,068 *1,223*	SCOUT.
–	–	–	84,608 *4,184*	–	–	–	–	17,567 *1,355*	ARCHER.
–	–	–	86,423 *4,483*	–	–	–	–	14,744 *314*	BRISK.
–	–	–	84,310 *4,435*	–	–	–	–	13,377 *675*	COSSACK.
–	–	–	87,894 *4,231*	–	–	–	–	14,654 *366*	FEARLESS.
–	–	–	83,836 *5,195*	–	–	–	–	16,747 *2,036*	MOHAWK.
–	–	–	86,133 *3,985*	–	–	–	–	16,398 *170*	PORPOISE.
–	–	–	93,058 *17,021*	–	–	–	–	16,150 *1,703*	RACOON.
–	–	–	83,968 *4,944*	–	–	–	–	14,149 *1,922*	TARTAR.
–	–	96,462 *4,781*	690,230 *48,478*	–	–	–	–	–	£. TOTAL TORPEDO DEPÔT SHIP, AND CRUISERS.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.
UNPROTECTED SHIPS *—continued.*		£.	£.	£.	£.	£.	£.	£.
TORPEDO GUNBOATS:								
GRASSHOPPER	Sheerness	–	–	–	–	–	–	–
RATTLESNAKE	Messrs. Laird's	–	–	–	–	–	–	–
SANDFLY	Devonport	–	–	–	–	–	–	–
SPIDER	Devonport	–	–	–	–	–	–	–
SHARPSHOOTER	Devonport	–	–	–	–	–	–	–
SALAMANDER	Chatham	–	–	–	–	–	–	–
SEAGULL	Chatham	–	–	–	–	–	–	–
SHELDRAKE	Chatham	–	–	–	–	–	–	–
SKIPJACK	Chatham	–	–	–	–	–	–	–
SPANKER	Devonport	–	–	–	–	–	–	–
SPEEDWELL	Devonport	–	–	–	–	–	–	–
GOSSAMER	Sheerness	–	–	–	–	–	–	–
GLEANER	Sheerness	–	–	–	–	–	–	–
ALARM	Sheerness	–	–	–	–	–	–	–
CIRCE	Sheerness	–	–	–	–	–	–	–
JASON	Naval Construction and Armament Company.	–	–	–	–	–	–	–
ANTELOPE	Devonport	–	–	–	–	–	–	–
DRYAD	Chatham	–	–	–	–	–	–	–
HAZARD	Pembroke	–	–	–	–	–	–	–
HEBE	Sheerness	–	–	–	–	–	–	–
JASEUR	Naval Construction and Armament Company.	–	–	–	–	–	–	–
LEDA	Sheerness	–	–	–	–	–	–	–
NIGER	Naval Construction and Armament Company.	–	–	–	–	–	–	–
ONYX	Messrs. Laird's	–	–	–	–	–	–	–
RENARD	Messrs. Laird's	–	–	–	–	–	–	–
SPEEDY	Messrs. Thornycroft	–	–	–	–	–	–	–
TOTAL TORPEDO GUNBOATS £.		–	–	–	–	–	–	–

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	**UNPROTECTED SHIPS** —*continued.* TORPEDO GUNBOATS:
–	36,973 *7,824*	–	–	–	–	–	–	6,502 *1,247*	GRASSHOPPER.
–	37,195 *973*	–	–	–	–	–	–	10,451 *1,626*	RATTLESNAKE.
–	38,689 *7,109*	–	–	–	–	–	–	7,810 *828*	SANDFLY.
–	38,488 *7,036*	–	–	–	–	–	–	8,766 *1,616*	SPIDER.
–	–	53,499 *7,534*	–	–	–	–	–	20,903 *2,578*	SHARPSHOOTER.
–	–	–	54,092 *5,700*	–	–	–	–	3,767 *470*	SALAMANDER.
–	–	–	52,640 *5,455*	–	–	–	–	8,889 *1,311*	SEAGULL.
–	–	–	54,063 *5,673*	–	–	–	–	3,735 *468*	SHELDRAKE.
–	–	–	55,282 *5,790*	–	–	–	–	3,682 *457*	SKIPJACK.
–	–	–	53,052 *7,080*	–	–	–	–	3,254 *573*	SPANKER.
–	–	–	53,934 *6,824*	–	–	–	–	9,166 *1,619*	SPEEDWELL.
–	–	–	–	(*b*) 51,881 *11,463*	–	–	–	6,152 *1,032*	GOSSAMER.
–	–	–	–	–	(*b*) 54,564 *11,763*	–	–	4,092 *607*	GLEANER.
–	–	–	–	–	–	(*b*) 55,667 *6,730*	–	2,277 *427*	ALARM.
–	–	–	–	–	–	(*b*) 58,187 *7,381*	–	2,712 *483*	CIRCE.
–	–	–	–	–	–	(*c*) 49,406 *721*	–	2,898 *524*	JASON.
–	–	–	–	–	–	–	(*b*) 60,132 *6,860*	2,321 *382*	ANTELOPE.
–	–	–	–	–	–	–	(*a*) (*b*) 62,336 *7,155*	1,935 *239*	DRYAD.
–	–	–	–	–	–	–	(*a*) (*b*) 63,030 *6,708*	826 *132*	HAZARD.
–	–	–	–	–	–	–	(*b*) 61,592 *12,207*	2,207 *413*	HEBE.
–	–	–	–	–	–	–	(*c*) 49,458 *726*	2,563 *496*	JASEUR.
–	–	–	–	–	–	–	(*b*) 55,889 *6,750*	2,300 *424*	LEDA.
–	–	–	–	–	–	–	(*c*) 49,120 *681*	2,867 *519*	NIGER.
–	–	–	–	–	–	–	(*c*) 55,227 *792*	2,176 *394*	ONYX.
–	–	–	–	–	–	–	(*c*) 55,168 *790*	2,195 *402*	RENARD.
–	–	–	–	–	–	–	(*c*) 60,513 *870*	2,392 *451*	SPEEDY.
–	151,345 *22,942*	53,499 *7,534*	323,063 *36,522*	51,881 *11,463*	54,564 *11,763*	163,260 *14,832*	572,465 *43,539*	–	£. { TOTAL TORPEDO GUNBOATS.

(*a*) These figures are liable to revision, consequent on expenditure brought to account in subsequent years.
(*b*) Inclusive of the cost of Torpedo and Steam Boats, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.
(*c*) Inclusive of the cost of Torpedo and Steam Boats, and Inspection of Contract Work, but exclusive of the cost of Reserve Gun Mountings, which have not yet been issued.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1872-73.	1873-74.	1877-78.	1878-79.	1880-81.	1881-82.
UNPROTECTED SHIPS *—continued.*							
GUN VESSELS:		£.	£.	£.	£.	£.	£.
LINNET	Thames Company	–	–	–	–	38,211 *1,529*	–
SWIFT	Thames Company	–	–	–	–	37,036 *1,186*	–
CURLEW	Devonport	–	–	–	–	–	–
LANDRAIL	Devonport	–	–	–	–	–	–
TOTAL GUN VESSELS £.		–	–	–	–	75,247 *2,715*	–
GUN BOATS:							
FIRM	Earle's Company	–	–	24,437 *808*	–	–	–
FIREBRAND	Messrs. Thomson's	–	–	–	24,575 *898*	–	–
FIREFLY	Messrs. Thomson's	–	–	–	24,386 *823*	–	–
REDWING	Pembroke	–	–	–	–	23,653 *4,350*	–
GRAPPLER	Barrow Company	–	–	–	–	–	22,487 *998*
WRANGLER	Barrow Company	–	–	–	–	–	22,727 *943*
COCKCHAFER	Pembroke	–	–	–	–	–	–
RAVEN	Messrs. Samuda's	–	–	–	–	–	–
STARLING	Messrs. Samuda's	–	–	–	–	–	–
ALBACORE	Messrs. Laird's	–	–	–	–	–	–
MISTLETOE	Messrs. Laird's	–	–	–	–	–	–
WATCHFUL	Messrs. Laird's	–	–	–	–	–	–
BRAMBLE	Messrs. Harland & Wolff.	–	–	–	–	–	–
Carried forward £.		–	–	24,437 *808*	48,961 *1,721*	23 653 *4,350*	45,214 *1,941*

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1882-83.	1883-84.	1884-85.	1886-87.	1887-88.	1889-90.	1890-91.	1893-94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	**UNPROTECTED SHIPS** —*continued.* GUN VESSELS:
–	–	–	–	–	–	–	–	12,766 *1,019*	LINNET.
–	–	–	–	–	–	–	–	13,556 *2,052*	SWIFT.
–	–	–	57,348 *12,810*	–	–	–	–	14,171 *2,803*	CURLEW.
–	–	–	56,685 *12,555*	–	–	–	–	14,762 *1,949*	LANDRAIL.
–	–	–	114,033 *25,365*	–	–	–	–	–	£. TOTAL GUN VESSELS.
									GUN BOATS:
–	–	–	–	–	–	–	–	11,753 *2,469*	FIRM.
–	–	–	–	–	–	–	–	19,839 *4,203*	FIREBRAND.
–	–	–	–	–	–	–	–	16,186 *3,896*	FIREFLY.
–	–	–	–	–	–	–	–	9,160 *1,696*	REDWING.
–	–	–	–	–	–	–	–	8,176 *2,026*	GRAPPLER.
–	–	–	–	–	–	–	–	12,266 *3,925*	WRANGLER.
23,681 *4,813*	–	–	–	–	–	–	–	9,259 *1,888*	COCKCHAFER.
23,046 *912*	–	–	–	–	–	–	–	8,845 *1,668*	RAVEN.
23,209 *967*	–	–	–	–	–	–	–	11,008 *2,637*	STARLING.
–	32,783 *1,262*	–	–	–	–	–	–	10,531 *2,084*	ALBACORE.
–	–	33,057 *1,564*	–	–	–	–	–	6,499 *1,118*	MISTLETOE.
–	–	32,527 *1,306*	–	–	–	–	–	6,419 *1,378*	WATCHFUL.
–	–	–	–	49,892 *1,114*	–	–	–	8,643 *1,160*	BRAMBLE.
69,936 *6,692*	32,783 *1,262*	65,584 *2,870*	–	49,892 *1,114*	–	–	–	–	£. - - Carried forward.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1872–73.	1873–74.	1877–78.	1878–79.	1880–81.	1881–82.
UNPROTECTED SHIPS —*continued.*		£.	£.	£.	£.	£.	£.
	Brought forward - - -	–	–	24,437 *808*	48,961 *1,721*	23,653 *4,350*	45,214 *1,941*
GUN BOATS—*continued.*							
LIZARD - - - - -	Messrs. Harland & Wolff.	–	–	–	–	–	–
RATTLER - - - - -	Messrs. Armstrong -	–	–	–	–	–	–
PARTRIDGE - - - - -	Devonport - -	–	–	–	–	–	–
PEACOCK - - - - -	Pembroke - -	–	–	–	–	–	–
PHEASANT - - - - -	Devonport - -	–	–	–	–	–	–
PIGEON - - - - - -	Pembroke - -	–	–	–	–	–	–
PIGMY - - - - - -	Sheerness - -	–	–	–	–	–	–
PLOVER - - - - -	Pembroke - -	–	–	–	–	–	–
GOLDFINCH - - - - -	Sheerness - -	–	–	–	–	–	–
LAPWING - - - - -	Devonport - -	–	–	–	–	–	–
MAGPIE - - - - -	Pembroke - -	–	–	–	–	–	–
REDBREAST - - - - -	Pembroke - -	–	–	–	–	–	–
REDPOLE - - - - -	Pembroke - -	–	–	–	–	–	–
RINGDOVE - - - - -	Devonport - -	–	–	–	–	–	–
SPARROW - - - - -	Greenock Company -	–	–	–	–	–	–
THRUSH - - - - -	Greenock Company -	–	–	–	–	–	–
WIDGEON - - - - -	Pembroke - -	–	–	–	–	–	–
BOOMERANG - - -	Messrs. Armstrong -	–	–	–	–	–	–
KARRAKATTA - - -	Messrs. Armstrong -	–	–	–	–	–	–
	TOTAL GUN BOATS - - - £.	–	–	24,437 *808*	48,961 *1,721*	23,653 *4,350*	45,214 *1,941*
TORPEDO BOAT DESTROYER:							
HAVOCK - - - - -	Messrs. Yarrow & Co.	–	–	–	–	–	–

Royal Navy, under the Year of completion, &c.—*continued.*

Incidental charges apportioned to each ship.

1882-83.	1883-84.	1884-85.	1887-88.	1888-89.	1889-90.	1890-91.	1893-94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	**UNPROTECTED SHIPS** —*continued.*
69,936 *6,692*	32,783 *1,262*	65,584 *2,870*	49,892 *1,114*	–	–	–	–	–	- - Brought forward.
									GUN BOATS—*continued.*
–	–	–	52,945 *1,199*	–	–	–	–	6,200 *286*	LIZARD.
–	–	–	38,078 *1,485*	–	–	–	–	8,844 *371*	RATTLER.
–	–	–	–	38,741 *9,197*	–	–	–	7,016 *144*	PARTRIDGE.
–	–	–	–	40,708 *5,166*	–	–	–	6,434 *141*	PEACOCK.
–	–	–	–	38,536 *9,106*	–	–	–	4,688 *190*	PHEASANT.
–	–	–	–	41,850 *5,382*	–	–	–	5,961 *188*	PIGEON.
–	–	–	–	39,998 *8,154*	–	–	–	6,191 *240*	PIGMY.
–	–	–	–	40,580 *5,127*	–	–	–	5,249 *168*	PLOVER.
–	–	–	–	–	39,283 *6,712*	–	–	4,828 *192*	GOLDFINCH.
–	–	–	–	–	38,850 *7,488*	–	–	3,704 *200*	LAPWING.
–	–	–	–	–	40,129 *5,063*	–	–	5,341 *251*	MAGPIE.
–	–	–	–	–	40,502 *5,040*	–	–	5,142 *229*	REDBREAST.
–	–	–	–	–	40,960 *5,070*	–	–	4,727 *179*	REDPOLE.
–	–	–	–	–	38,179 *7,306*	–	–	3,413 *204*	RINGDOVE.
–	–	–	–	–	39,166 *1,876*	–	–	4,117 *187*	SPARROW.
–	–	–	–	–	39,029 *1,804*	–	–	5,159 *293*	THRUSH.
–	–	–	–	–	39,859 *4,706*	–	–	3,443 *152*	WIDGEON.
–	–	–	–	–	–	50,261 (*b*) *1,209*	–	5,824 *347*	BOOMERANG.
–	–	–	–	–	–	50,285 (*b*) *1,186*	–	5,012 *298*	KARRAKATTA.
69,936 *6,692*	32,783 *1,262*	65,584 *2,870*	141,815 *3,798*	240,413 *42,132*	355,957 *45,065*	100,546 *2,395*	–	–	£. - TOTAL GUN BOATS.
									TORPEDO BOAT DESTROYER:
–	–	–	–	–	–	–	(*a*) 32,232 *1,067*	633 *85*	HAVOCK.

(*a*) These figures are liable to revision, consequent on expenditure brought to account in subsequent years.
(*b*) Cost of overseeing contract work charged to the Imperial Defence Account.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1868-69.	1870-71.	1871-72.	1872-73.	1873-74.	1877-78.	1878-79.
UNPROTECTED SHIPS *—continued.* GUN BOATS, COAST DEFENCE:		£.	£.	£.	£.	£.	£.	£.
STAUNCH	Messrs. Mitchell's	6,719 *33*	–	–	–	–	–	–
PLUCKY	Portsmouth	–	7,751 *2,388*	–	–	–	–	–
ARROW	Messrs. Rennie's	–	–	8,169 *345*	–	–	–	–
BLAZER	Portsmouth	–	–	8,756 *2,676*	–	–	–	–
BLOODHOUND	Messrs. Mitchell's	–	–	8,692 *360*	–	–	–	–
BONETTA	Messrs. Rennie's	–	–	8,103 *357*	–	–	–	–
BUSTARD	Messrs. Napier's	–	–	8,539 *260*	–	–	–	–
COMET	Portsmouth	–	–	8,740 *2,972*	–	–	–	–
KITE	Messrs. Napier's	–	–	8,471 *243*	–	–	–	–
MASTIFF	Messrs. Mitchell's	–	–	8,759 *348*	–	–	–	–
SCOURGE	Chatham	–	–	10,161 *3,758*	–	–	–	–
SNAKE	Chatham	–	–	10,149 *3,792*	–	–	–	–
BADGER	Chatham	–	–	–	8,954 *2,610*	–	–	–
BULLDOG	Campbell & Johnson	–	–	–	9,059 *73*	–	–	–
FIDGET	Chatham	–	–	–	9,006 *2,636*	–	–	–
PICKLE	Campbell & Johnson	–	–	–	8,986 *46*	–	–	–
PIKE	Campbell & Johnson	–	–	–	9,066 *70*	–	–	–
SNAP	Campbell & Johnson	–	–	–	8,988 *54*	–	–	–
ANT	Messrs. Laird's	–	–	–	–	10,969 *69*	–	–
CUCKOO	Messrs. Laird's	–	–	–	–	10,970 *74*	–	–
HYÆNA	Messrs. Laird's	–	–	–	–	10,970 *62*	–	–
WEAZEL	Messrs. Laird's	–	–	–	–	10,946 *61*	–	–
MEDINA	Messrs. Palmer's	–	–	–	–	–	20,468 *1,595*	–
MEDWAY	Messrs. Palmer's	–	–	–	–	–	20,246 *1,597*	–
DEE	Messrs. Palmer's	–	–	–	–	–	–	21,993 *1,805*
DON	Messrs. Palmer's	–	–	–	–	–	–	22,058 *1,819*
ESK	Messrs. Palmer's	–	–	–	–	–	–	21,112 *1,496*
SABRINA	Messrs. Palmer's	–	–	–	–	–	–	21,591 *2,144*
SLANEY	Messrs. Palmer's	–	–	–	–	–	–	21,652 *1,493*
	Carried forward £.	6,719 *33*	7,751 *2,388*	88,539 *15,111*	54,059 *5,489*	43,855 *266*	40,714 *3,192*	108,406 *8,757*

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1885–86.	1886–87.	1887–88.	1888–89.	1889–90.	1890–91.	1891–92.	1893–94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
									UNPROTECTED SHIPS —*continued.*
£.	£.	£.	£.	£.	£.	£.	£.	£.	GUN BOATS, COAST DEFENCE:
–	–	–	–	–	–	–	–	5,737 *1,442*	STAUNCH.
–	–	–	–	–	–	–	–	9,411 *2,065*	PLUCKY.
–	–	–	–	–	–	–	–	5,661 *1,419*	ARROW.
–	–	–	–	–	–	–	–	5,424 *1,174*	BLAZER.
–	–	–	–	–	–	–	–	14,735 *3,367*	BLOODHOUND.
–	–	–	–	–	–	–	–	7,302 *1,452*	BONETTA.
–	–	–	–	–	–	–		4,763 *1,107*	BUSTARD.
–	–	–	–	–	–	–	–	10,264 *2,191*	COMET.
–	–	–	–	–	–	–	–	10,573 *1,604*	KITE.
–	–	–	–	–	–	–	–	6,259 *1,230*	MASTIFF.
–	–	–	–	–	–	–	–	6,524 *1,436*	SCOURGE.
–	–	–	–	–	–	–	–	7,091 *1,642*	SNAKE.
–	–	–	–	–	–	–	–	1,730 *434*	BADGER.
–	–	–	–	–	–	–	–	5,755 *1,346*	BULLDOG.
–	–	–	–	–	–	–	–	1,708 *431*	FIDGET.
–	–	–	–	–	–	–	–	2,057 *508*	PICKLE.
–	–	–	–	–	–	–	–	6,887 *1,522*	PIKE.
–	–	–	–	–	–	–	–	6,184 *1,452*	SNAP.
–	–	–	–	–	–	–	–	4,884 *1,055*	ANT.
–	–	–	–	–	–	–	–	7,325 *1,574*	CUCKOO.
–	–	–	–	–	–	–	–	2,051 *506*	HYÆNA.
–	–	–	–	–	–	–	–	2,298 *574*	WEAZEL.
–	–	–	–	–	–	–	–	9,371 *2,358*	MEDINA.
–	–	–	–	–	–	–	–	9,043 *2,282*	MEDWAY.
–	–	–	–	–	–	–	–	8,698 *2,077*	DEE.
–	–	–	–	–	–	–	–	7,704 *2,018*	DON.
–	–	–	–	–	–	–	–	12,842 *1,949*	ESK.
–	–	–	–	–	–	–	–	7,795 *1,899*	SABRINA.
–	–	–	–	–	–	–	–	5,246 *1,210*	SLANEY.
–	–	–	–	–	–	–	–	–	£. – Carried forward.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1855–56.	1863–64.	1865–66.	1868–69.	1870–71.
		£.	£.	£.	£.	£.
	Brought forward - -	–	–	–	6,719 *33*	7,751 *2,388*
UNPROTECTED SHIPS *—continued.*						
GUN BOATS, COAST DEFENCE—*continued.*						
SPEY - - - - -	Messrs. Palmer's -	–	–	–	–	–
TEES - - - - -	Messrs. Palmer's -	–	–	–	–	–
TRENT - - - - -	Messrs. Palmer's -	–	–	–	–	–
TWEED - - - - -	Messrs. Palmer's -	–	–	–	–	–
GADFLY - - - - -	Pembroke - -	–	–	–	–	–
GRIPER - - - - -	Pembroke - -	–	–	–	–	–
PINCHER - - - - -	Pembroke - -	–	–	–	–	–
TICKLER - - - - -	Pembroke - -	–	–	–	–	–
BOUNCER - - - - -	Pembroke - -	–	–	–	–	–
INSOLENT - - - - -	Pembroke - -	–	–	–	–	–
TOTAL GUN BOATS, COAST DEFENCE - - £.		–	–	–	6,719 *33*	7,751 *2,388*
DESPATCH VESSELS:						
ALACRITY - - - - -	Messrs. Palmer's -	–	–	–	–	–
SURPRISE - - - - -	Messrs. Palmer's -	–	–	–	–	–
PADDLE DESPATCH VESSEL:						
ENCHANTRESS (late HELICON)	Portsmouth - -	–	–	46,992 *10,666*	–	–
YACHT:						
IMOGENE (Purchased in 1884)	Barclay, Curle, & Co.	–	–	–	–	–
PADDLE YACHTS:						
VICTORIA AND ALBERT -	Pembroke - -	136,441 *40,379*	–	–	–	–
OSBORNE - - - - -	Pembroke - -	–	–	–	–	–
SPECIAL SERVICE STEAMERS:						
VESUVIUS - - - - -	Pembroke - -	–	–	–	–	–
SEAHORSE - - - - -	Messrs. Laird's -	–	–	–	–	–
FIRE QUEEN (Purchased in 1883).	Walker, Henderson, & Co.	–	–	–	–	–
SPHINX - - - - -	Messrs. Green's -	–	–	–	–	–
HEARTY (Purchased in 1885) -	Messrs. Thompson's	–	–	–	–	–
JACKAL (Purchased in 1885) -	Messrs. Redhead's -	–	–	–	–	–
MAGNET (Purchased in 1885)	Messrs Stevens' -	–	–	–	–	–
TRAVELLER (Purchased in 1885)	M'Intyre & Co. -	–	–	–	–	–
Carried forward - - £.		136,441 *40,379*	–	46,992 *10,666*	–	–

1871–72.	1872–73.	1873–74.	1874–75.
£.	£.	£.	£.
88,539 *15,111*	54,059 *5,489*	43,855 *266*	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
88,539 *15,111*	54,059 *5,489*	43,855 *266*	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	105,919 *28,064*
–	–	–	18,405 *3,435*
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	124.324 *31.499*

1875–76.	1877–78.	1878–79.	1879–80.
£.	£.	£.	£.
–	40,714 *3,192*	108,406 *8,757*	–
–	–	22,397 *2,109*	–
–	–	22,269 *1,983*	–
–	–	21,323 *1,431*	–
–	–	21,580 *1,459*	–
–	–	–	11,941 *2,254*
–	–	–	11,808 *2,273*
–	–	–	11,931 *2,262*
–	–	–	11,820 *2,283*
–	–	–	–
–	–	–	–
	40,714 *3,192*	195,975 *15,739*	47,500 *9,072*
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–

Royal Navy, under the Year of completion, &c.—*continued.*

Incidental charges apportioned to each ship.

1880-81.	1881-82.	1883-84.	1886-87.	1887-88.	1888-89.	1893-94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	
–		–	–	–	–	–	–	- - Brought forward.
								UNPROTECTED SHIPS—*continued.*
								GUN BOATS, COAST DEFENCE—*continued.*
–	–	–	–	–	–	–	3,972 *956*	SPEY.
–	–	–	–	–	–	–	4,050 *923*	TEES.
–	–	–	–	–	–	–	11,632 *2,485*	TRENT.
–	–	–	–	–	–	–	13,424 *1,733*	TWEED.
–	–	–	–	–	–	–	2,554 *577*	GADFLY.
–	–	–	–	–	–	–	2,201 *458*	GRIPER.
–	–	–	–	–	–	–	3,333 *720*	PINCHER.
–	–	–	–	–	–	–	2,921 *427*	TICKLER.
–	11,742 *2,162*	–	–	–	–	–	2,074 *520*	BOUNCER.
–	11,736 *2,162*	–	–	–	–	–	2,852 *640*	INSOLENT.
–	23,478 *4,324*	–	–	–	–	–	–	£. {TOTAL GUN BOATS, COAST DEFENCE.
								DESPATCH VESSELS:
–	–	–	83,684 *3,025*	–	–	–	25,180 *2,167*	ALACRITY.
–	–	–	83,494 *3,254*	–	–	–	23,239 *1,797*	SURPRISE.
								PADDLE DESPATCH VESSEL:
–	–	–	–	–	–	–	68,836 *17,369*	ENCHANTRESS (late HELICON).
								YACHT:
–	–	18,023 *961*	–	–	–	–	7,642 *897*	IMOGENE (Purchased in 1884).
								PADDLE YACHTS:
–	–	–	–	–	–	–	339,811 *82,339*	VICTORIA AND ALBERT.
–	–	–	–	–	–	–	169,009 *37,360*	OSBORNE.
								SPECIAL SERVICE STEAMERS:
–	–	–	–	–	–	–	16,082 *3,662*	VESUVIUS.
20,225 *645*	–	–	–	–	–	–	13,853 *3,093*	SEAHORSE.
–	–	14,995 *547*	–	–	–	–	5,242 *1,082*	FIRE QUEEN (Purchased in 1883).
–	–	55,019 *1,261*	–	–	–	–	12,618 *639*	SPHINX.
–	–	–	–	42,213 *1,172*	–	–	14,297 *3,164*	HEARTY (Purchased in 1885).
–	–	–	–	25,265 *2,495*	–	–	8,149 *1,331*	JACKAL (Purchased in 1885).
–	–	–	–	–	22,132 *1,141*	–	4,869 *834*	MAGNET (Purchased in 1885).
–	–	–	–	–	26,916 *1,748*	–	4,048 *641*	TRAVELLER (Purchased in 1885).
29,225 *645*	–	88,037 *2,769*	167,178 *6,279*	67,478 *3,667*	49,048 *2,889*	–	–	£. - Carried forward.

APPENDIX B.—STATEMENT of the First Cost of each Effective Ship of the

Note.—The Figures in *Italics* represent the dockyard

NAME OF SHIP.	Where Built.	1855–56.	1865–66.	1873–74.	1874–75.	1877–78.	1878–79.
		£.	£.	£.	£.	£.	£.
Brought forward		136,441 *40,379*	46,992 *10,666*	–	124,324 *31,499*	–	–
UNPROTECTED SHIPS *—continued.*							
PADDLE SMALL STEAMERS:							
COCKATRICE	Messrs. Elder's	–	–	–	–	–	–
ALECTO	Westwood & Co.	–	–	–	–	–	–
SURVEYING VESSELS:							
EGERIA	Pembroke	–	–	–	47,110 *9,120*	–	–
PENGUIN	Messrs. Napier's	–	–	–	–	55,800 *1,777*	–
RAMBLER	Elder's Company	–	–	–	–	–	–
TRITON	Messrs. Samuda's	–	–	–	–	–	–
DART (Purchased in 1882)	Barrow Company	–	–	–	–	–	–
STORK	Messrs. Samuda's	–	–	–	–	–	–
RESEARCH	Chatham	–	–	–	–	–	–
WATERWITCH (Purchased in 1893).	Messrs. Steel & Co.	–	–	–	–	–	–
TOTAL DESPATCH, SURVEYING VESSELS, &c.	£.	136,441 *40,379*	46,992 *10,666*	–	171,434 *40,619*	55,800 *1,777*	–
TROOP AND STORE SHIPS.							
WYE (Purchased)	Messrs. Osborne & Co.	–	–	21,500 –	–	–	–
HUMBER (Purchased in 1878)	Messrs. Earle's	–	–	–	–	–	40,914 *298*
TYNE (Purchased in 1878)	Messrs. Mitchell's	–	–	–	–	–	82,164 *1,859*
TOTAL TROOP AND STORE SHIPS	£.	–	–	21,500 –	–	–	123,078 *2,157*

Royal Navy, under the Year of completion, &c.—*continued.*

incidental charges apportioned to each ship.

1880–81.	1881–82.	1882–83.	1883–84.	1886–87.	1887–88.	1888–89.	1893 94.	Cost of Maintenance, &c., after Completion (including Sea Stores) to 31 March 1894.	NAME OF SHIP.
£.	£.	£.	£.	£.	£.	£.	£.	£.	
29,225 *645*	–	–	88,037 *2,769*	167,178 *6,279*	67,478 *3,667*	49,048 *2,889*	–	–	Brought forward.
									UNPROTECTED SHIPS —*continued.*
									PADDLE SMALL STEAMERS:
32,381 *1,438*	–	–	–	–	–	–	–	8,660 *784*	COCKATRICE.
–	–	33,336 *1,051*	–	–	–	–	–	15,803 *2,311*	ALECTO.
									SURVEYING VESSELS:
–	–	–	–	–	–	–	–	36,260 *8,071*	EGERIA.
–	–	–	–	–	–	–	–	45,105 *9,871*	PENGUIN.
40,830 *1,583*	–	–	–	–	–	–	–	29,930 *5,928*	RAMBLER.
–	23,570 *733*	–	–	–	–	–	–	7,003 *1,388*	TRITON.
–	–	15,229 *1,233*	–	–	–	–	–	10,094 *843*	DART (Purchased in 1882).
–	–	23,201 *948*	–	–	–	–	–	15,056 *2,039*	STORK.
–	–	–	–	–	–	28,272 *4,258*	–	3,343 *494*	RESEARCH.
–	–	–	–	–	–	–	(*a*)13,412 *773*	*126* *Cr. 15*	WATERWITCH (Purchased in 1893).
102,436 *3,666*	23,570 *733*	71,766 *3,232*	88,037 *2,769*	167,178 *6,279*	67,478 *3,667*	77,320 *7,147*	13,412 *773*	–	£. {TOTAL DESPATCH, SURVEYING VESSELS, &c.
									TROOP AND STORE SHIPS:
–	–	–	–	–	–	–	–	52,843 *13,174*	WYE (Purchased).
–	–	–	–	–	–	–	–	48,195 *10,780*	HUMBER (Purchased in 1878).
–	–	–	–	–	–	–	–	77,908 *17,315*	TYNE (Purchased in 1878).
–	–	–	–	–	–	–	–	–	£. {TOTAL TROOP AND STORE SHIPS.

(*a*) These figures are liable to revision, consequent on expenditure brought to account in subsequent years.

APPENDIX C.

STATEMENT showing Particulars of DIRECT CHARGES to SHIPS, &c., for LABOUR and and INCIDENTAL CHARGES during each

Note.—The Figures in *Italics* represent

YEAR.	DIRECT CHARGES TO SHIPS, &c.											TOTAL EXPENDITURE upon which Incidental Charges are Distributed. (Cols. 4 and 10.) (*d*)	
	LABOUR.						MATERIALS.						
	New Construction.	Repairs, Refits, &c.	Work done for other Departments of Government, &c.	TOTAL.	Upon Manufactures in Conversion Shops.	Total (inclusive of Manufactures).	New Construction.	Repairs, Refits, &c.	Supplies to other Departments of Government.	TOTAL.	*Value of Produce, &c. returned to Stock from Conversion Shops.*		
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	
PORTSMOUTH.													
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1884–85	169,402	142,656	50,812	362,870	20,483	383,353	220,880 *14,469*	186,130 *43,071*	38,596 *8,268*	445,606 *65,808*	*84,005*	808,476 *65,808*	1
1885–86	195,060	146,470	48,641	390,171	28,873	419,044	125,093 *13,922*	201,307 *52,433*	40,004 *5,598*	366,404 *71,953*	*109,956*	756,575 *71,953*	2
1886–87	198,321	125,049	46,916	370,286	31,419	401,705	227,054 *18,597*	158,421 *57,939*	38,854 *4,755*	424,329 *81,291*	*122,612*	794,615 *81,291*	3
1887–88	186,617	116,940	37,889	341,446	31,848	373,294	281,822 *13,879*	182,045 *52,544*	32,539 *5,089*	496,406 *71,512*	*96,296*	837,852 *71,512*	4
1888–89	223,873	95,942	13,424	333,239	27,135	360,374	291,683 *24,807*	155,930 *48,766*	22,331 *2,907*	469,944 *76,480*	*99,766*	830,318 *76,480*	5
1889–90	212,555	130,444	17,241	360,240	21,580	381,820	234,041 *12,394*	200,441 *43,107*	22,891 *2,722*	457,373 *58,223*	*81,235*	839,193 *58,223*	6
1890–91	199,499	148,271	23,143	370,913	20,557	391,470	397,015 *13,426*	192,548 *64,160*	31,444 *3,315*	621,007 *80,901*	*79,215*	1,012,477 *80,901*	7
1891–92	254,905	133,418	28,540	416,863	18,882	435,745	290,905 *14,793*	192,523 *35,993*	32,121 *3,546*	515,549 *54,332*	*86,951*	951,294 *54,332*	8
1892–93	256,279	130,789	39,733	426,801	19,385	446,186	228,383 *21,636*	191,299 *35,645*	39,437 *3,183*	459,119 *60,464*	*90,802*	905,305 *60,464*	9
1893–94	269,235	108,226	49,889	427,350	22,411	449,761	212,439 *14,580*	221,854 *26,924*	39,933 *6,352*	474,226 *47,856*	*93,027*	923,987 *47,856*	10
TOTAL	2,165,746	1,278,205	356,228	3,800,179	242,573	4,042,752	2,509,315 *162,503*	1,882,498 *460,582*	338,150 *45,735*	4,729,963 *668,820*	*943,865*	8,660,092 *668,820*	11
DEVONPORT.													
1884–85	65,581	150,075	3,736	219,392	26,135	245,527	51,022 *10,007*	189,873 *48,181*	12,053 *925*	252,948 *59,113*	*140,992*	472,340 *59,113*	12
1885–86	94,126	147,357	10,626	252,109	37,439	289,548	63,506 *6,605*	204,999 *92,199*	14,070 *2,335*	282,575 *101,139*	*187,895*	534,684 *101,139*	13
1886–87	83,736	141,843	11,948	237,527	37,290	274,817	58,256 *9,152*	167,534 *55,973*	17,614 *1,846*	243,404 *66,971*	*201,839*	480,931 *66,971*	14
1887–88	124,062	82,529	10,347	216,938	32,612	249,550	92,006 *10,057*	147,028 *29,019*	14,869 *1,446*	253,903 *40,522*	*181,624*	470,841 *40,522*	15
1888–89	143,862	67,918	4,996	216,776	31,600	248,376	99,104 *9,545*	118,375 *38,609*	14,173 *1,264*	231,652 *49,418*	*130,808*	480,028 *49,418*	16
1889–90	128,305	84,822	10,302	223,429	20,811	244,240	124,417 *3,330*	130,003 *34,462*	20,233 *2,322*	274,653 *40,114*	*97,834*	518,893 *40,114*	17
1890–91	143,501	89,388	12,472	245,361	17,436	262,797	118,638 *4,616*	142,960 *38,429*	18,523 *2,457*	280,121 *45,502*	*77,680*	542,918 *45,502*	18
1891–92	175,981	74,192	9,778	259,951	19,913	279,864	149,516 *6,745*	127,860 *36,699*	19,183 *1,602*	296,559 *45,046*	*81,589*	576,423 *45,046*	19
1892–93	173,597	92,400	15,227	281,224	20,909	302,133	106,344 *8,056*	162,554 *23,375*	17,888 *2,374*	286,786 *33,805*	*89,508*	588,919 *33,805*	20
1893–94	173,930	84,937	11,313	270,180	19,299	289,479	102,918 *8,283*	142,912 *27,534*	15,265 *1,655*	261,095 *37,472*	*82,447*	550,574 *37,472*	21
TOTAL	1,306,681	1,015,461	100,745	2,422,887	263,444	2,686,331	965,727 *76,396*	1,534,098 *424,480*	163,871 *18,226*	2,663,656 *519,102*	*1,272,216*	5,216,551 *519,102*	22
CHATHAM.													
1884–85	198,871	20,906	17,567	237,344	18,690	256,034	249,041 *10,180*	25,717 *4,532*	13,996 *444*	288,754 *15,156*	*153,318*	526,098 *15,156*	23
1885–86	228,561	20,111	25,443	274,115	27,448	301,563	158,670 *12,863*	36,369 *6,930*	19,125 *1,087*	214,164 *20,880*	*169,038*	488,279 *20,880*	24
1886–87	206,817	31,551	21,514	259,882	31,094	290,976	126,733 *9,837*	37,525 *10,852*	19,453 *731*	182,711 *21,420*	*180,826*	442,593 *21,420*	25
1887–88	151,444	53,910	18,790	224,144	27,305	251,449	110,674 *6,811*	61,359 *13,806*	17,239 *637*	189,272 *21,254*	*158,391*	413,416 *21,254*	26
1888–89	184,127	38,986	4,577	227,690	27,534	255,224	144,414 *7,332*	67,028 *24,386*	13,383 *859*	224,825 *32,577*	*116,157*	480,049 *32,577*	27
1889–90	170,881	72,698	7,006	250,585	18,875	269,460	239,299 *6,934*	86,933 *23,210*	19,506 *1,280*	345,738 *31,424*	*82,444*	615,198 *31,424*	28
1890–91	188,662	85,687	8,862	283,211	15,111	298,322	268,805 *7,217*	101,792 *16,938*	21,927 *1,229*	392,524 *25,384*	*77,056*	690,846 *25,384*	29
1891–92	240,480	54,147	7,285	301,912	14,842	316,754	332,726 *6,903*	98,880 *18,848*	21,370 *683*	452,976 *26,434*	*72,249*	769,730 *26,434*	30
1892–93	274,831	66,129	14,362	355,322	16,933	372,255	227,906 *15,860*	129,324 *19,400*	20,076 *1,334*	377,306 *36,594*	*82,165*	749,561 *36,594*	31
1893–94	195,150	113,759	12,744	321,653	20,592	342,245	157,754 *13,333*	153,459 *21,472*	17,645 *1,956*	328,858 *36,761*	*99,861*	671,103 *36,761*	32
TOTAL	2,039,824	557,884	138,150	2,735,858	218,424	2,954,282	2,015,022 *97,270*	798,386 *160,374*	183,720 *10,240*	2,997,128 *267,884*	*1,191,505*	5,846,873 *267,884*	33

(*a*) This represents, for the years 1884–85 to 1887–88, 7 per cent. computed upon Salaries, and upon the Wages of Workmen on the Establishment and 10 per cent. for the years 1888–89 to 1893–94.

(*b*) Including Harbour and Dockyard Gear, Moorings, Transporting Hawsers Boats, Moveable Yard Plant Fire Engines, Hurt Money, Rents, Rates, Taxes, Water, &c., &c. (detailed at pages 124 to 129).

APPENDIX C.

MATERIALS Expended at the DOCKYARDS at HOME; together with the ESTABLISHMENT of the Ten Years 1884–85 to 1893–94.

the Value of Stores returned to Stock.

	ESTABLISHMENT AND INCIDENTAL CHARGES.														
	Salaries (all Offices).	Pensions to Officers and Workmen. (Proportion charged to Accounts.) (a)	Holidays.	General Expenditure at Conversion Shops. (Proportion due to Ships, &c.)	Loan Tool Store.	Maintenance of Yard Machinery. (c)	Maintenance of Buildings. (c)	Dredging.	Police.	General Dockyard Services. (b)	Charges connected with Stores and Store-keeping.	TOTAL. (c)	Proportion Distributed over Direct Charges to Ships, &c. (Labour and Materials.)		YEAR.
													Amount.	Average Per-Centage.	
	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	
	PORTSMOUTH.														
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1	48,309	12,225	7,272	20,464	2,482	13,440	31,270	17,809	11,664	52,117	21,495	238,547	156,781	17·9	1884–85
2	52,640	12,644	9,237	21,364	2,805	13,554	38,926	18,014	11,577	53,925	26,085	260,771	174,252	21·0	1885–86
3	52,818	13,652	8,444	19,575	2,714	14,848	31,745	17,797	11,609	57,152	23,058	253,412	162,637	18·6	1886–87
4	51,964	13,612	10,252	17,583	2,324	12,831	25,932	24,581	12,023	55,605	21,012	247,719	148,703	16·4	1887–88
5	48,926	17,843	4,958	(g)	2,320	22,688	37,136	5,108	11,982	60,430	19,214	230,605	120,477	13·3	1888–89
6	(f)40,167	18,328	6,724	(g)	2,579	32,353	52,475	17,326	12,066	54,814	18,990	255,822	111,674	12·4	1889–90
7	41,250	17,525	10,259	(g)	2,522	30,019	54,555	4,179	12,274	64,974	19,383	256,940	116,911	10·7	1890–91
8	41,994	18,976	5,667	(g)	2,645	27,813	52,142	6,056	12,981	70,468	21,975	260,717	117,667	11·7	1891–92
9	41,600	21,061	10,739	(g)	2,723	22,863	50,171	33,958	12,960	60,919	21,931	278,925	108,079	11·2	1892–93
10	42,262	21,113	7,545	(g)	2,506	18,337	57,100	24,490	12,981	61,052	20,967	268,353	118,504	12·2	1893–94
11	461,930	166,979	81,097	78,986	25,620	208,746	431,452	169,318	122,117	591,456	214,110	2,551,811	1,335,685	–	TOTAL.
	DEVONPORT.														
12	41,179	11,410	4,959	17,302	1,926	12,572	17,941	–	7,281	45,934	14,561	175,065	124,268	23·4	1884–85
13	43,380	11,501	6,013	19,385	1,876	11,532	21,330	462	7,288	42,300	17,276	182,343	130,820	20·6	1885–86
14	42,754	11,873	6,158	18,941	1,918	12,580	12,648	946	7,301	39,082	16,093	170,294	118,647	21·6	1886–87
15	43,616	11,808	6,551	16,277	1,868	12,889	15,878	289	7,344	31,280	14,688	162,488	111,098	21·7	1887–88
16	41,043	15,808	3,372	(g)	1,944	27,807	28,419	766	7,451	31,228	13,853	171,691	94,034	17·8	1888–89
17	(f)34,502	15,346	4,266	(g)	2,210	19,687	23,596	2,836	7,820	37,980	13,234	161,477	85,285	15·3	1889–90
18	35,386	14,756	5,397	(g)	1,929	26,884	25,007	57	7,979	40,592	13,268	171,255	88,897	15·1	1890–91
19	35,712	14,876	3,685	(g)	2,343	22,299	24,197	–	8,432	41,714	14,644	167,902	89,703	14·4	1891–92
20	35,878	16,142	6,551	(g)	1,921	21,462	23,230	422	8,447	35,100	15,127	164,280	89,472	14·4	1892–93
21	36,492	15,979	4,928	(g)	1,848	17,606	21,629	26,487	8,424	50,699	14,878	198,970	85,227	14·5	1893–94
22	389,942	139,499	51,880	71,905	19,783	185,318	213,875	32,265	77,767	395,909	147,622	1,725,765	1,017,451	–	TOTAL.
	CHATHAM.														
23	33,509	8,944	5,098	21,026	1,373	13,353	11,523	7,000	9,467	37,599	13,977	162,869	121,379	22·4	1884–85
24	36,821	9,090	5,884	22,775	1,818	15,376	10,672	9,909	9,635	28,226	14,369	164,575	117,278	23·0	1885–86
25	35,620	9,193	5,865	20,276	1,448	12,367	10,104	7,005	9,612	25,206	14,286	150,982	106,250	22·9	1886–87
26	34,157	9,186	6,721	17,333	1,258	13,162	10,247	7,167	9,635	20,594	13,129	142,589	99,116	22·8	1887–88
27	31,680	12,204	3,664	(g)	1,318	23,708	25,965	6,835	9,618	14,517	12,469	141,978	80,494	15·7	1888–89
28	(f)26,993	11,922	5,125	(g)	1,445	21,710	31,979	17,222	9,808	20,975	11,862	159,041	72,192	11·2	1889–90
29	28,113	11,955	5,923	(g)	1,374	17,349	28,687	5,556	9,967	17,472	12,180	138,576	68,305	9·5	1890–91
30	28,946	12,864	5,066	(g)	1,738	20,214	23,181	4,894	10,501	20,013	14,389	141,806	74,861	9·4	1891–92
31	30,314	15,438	7,890	(g)	2,598	22,940	19,970	14,210	10,564	20,487	15,079	159,490	84,183	10·7	1892–93
32	31,959	14,542	5,606	(g)	1,775	20,156	21,242	17,392	10,565	24,904	15,419	163,560	88,672	12·5	1893–94
33	318,112	115,338	56,842	81,410	16,145	180,335	193,570	97,190	99,372	229,993	137,159	1,525,466	912,730	–	TOTAL.

(c) Excludes the cost of "Coaling the Fleet."
(d) For 1888–89 to 1893–94, distributed over Total Expenditure, Columns 6 and 10.
(e) The figures for the years 1888–89 to 1893–94 include the cost of New Work.
(f) Decrease due to the pay of Inspectors of Shipwrights being transferred from Establishment to Direct Charges.
(g) Included with Direct Charges.

APPENDIX C.—STATEMENT showing Particulars of Direct Charges to Ships, &c., for Labour and Materials during each of the Ten Years

Note.—The Figures in *Italics* represent

YEAR.	DIRECT CHARGES TO SHIPS, &c. — LABOUR. New Construction. 1.	Repairs, Refits, &c. 2.	Work done for other Departments of Government, &c. 3.	TOTAL. 4.	Upon Manufactures in Conversion Shops. 5.	TOTAL (inclusive of Manufactures). 6.	MATERIALS. New Construction. 7.	Repairs, Refits, &c. 8.	Supplies to other Departments of Government. 9.	TOTAL. 10.	*Value of Produce, &c. returned to Stock from Conversion Shops.* 11.	TOTAL EXPENDITURE upon which Incidental Charges are Distributed. (Cols. 4 and 10.) (c) 12.	
						SHEERNESS.							
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
1884–85	29,515	52,957	3,917	86,389	7,285	93,674	22,627 *3,539*	54,343 *16,309*	5,052 *423*	82,022 *20,271*	*33,832*	168,411 *20,271*	1
1885–86	28,787	58,088	2,231	89,106	8,513	97,619	26,255 *3,765*	53,101 *7,939*	3,931 *326*	83,287 *12,030*	*37,222*	172,393 *12,030*	2
1886–87	42,052	39,644	2,524	84,220	12,830	97,050	30,239 *4,884*	44,263 *8,240*	5,255 *426*	79,757 *13,550*	*38,791*	163,977 *13,550*	3
1887–88	46,350	34,058	2,176	82,584	10,743	93,327	34,090 *1,941*	36,758 *7,973*	4,909 *427*	75,757 *10,341*	*30,932*	158,341 *10,341*	4
1888–89	57,114	19,372	845	77,331	10,686	88,017	53,818 *3,660*	29,233 *11,484*	4,189 *508*	87,240 *15,652*	*31,648*	175,257 *15,652*	5
1889–90	69,308	16,211	1,306	86,825	5,383	92,208	51,656 *2,710*	30,653 *10,716*	3,774 *505*	86,083 *13,931*	*18,653*	178,291 *13,931*	6
1890–91	56,639	28,072	4,017	88,728	5,704	94,432	42,434 *1,670*	34,300 *9,666*	8,001 *722*	84,735 *12,058*	*19,734*	179,167 *12,058*	7
1891–92	69,700	23,538	3,187	96,425	6,103	102,528	61,428 *2,347*	35,456 *13,438*	8,805 *879*	105,689 *16,664*	*20,365*	208,217 *16,664*	8
1892–93	72,249	22,419	6,126	100,794	6,125	106,919	39,998 *1,872*	45,174 *10,278*	9,059 *960*	94,231 *13,110*	*25,333*	201,150 *13,110*	9
1893–94	74,057	17,723	2,644	94,424	5,734	100,158	45,451 *3,063*	46,944 *7,609*	5,630 *677*	98,025 *11,349*	*26,254*	198,183 *11,349*	10
TOTAL	545,771	312,082	28,973	886,826	79,106	965,932	407,996 *29,451*	410,225 *103,652*	58,605 *5,853*	876,826 *138,956*	*282,764*	1,803,387 *138,956*	11
						PEMBROKE.							
1884–85	128,163	463	4,009	132,640	459	133,099	237,069 *8,003*	568 *261*	1,179 *484*	238,816 *8,748*	*2,773*	371,456 *8,748*	12
1885–86	131,961	605	5,870	138,436	702	139,138	172,670 *13,300*	1,301 *223*	1,145 *486*	175,116 *14,009*	*4,481*	313,552 *14,009*	13
1886–87	140,505	502	5,824	146,831	783	147,614	179,294 *6,354*	734 *87*	1,552 *365*	181,580 *6,806*	*5,875*	328,411 *6,806*	14
1887–88	124,269	429	3,520	128,218	777	128,995	255,566 *6,521*	557 *266*	1,003 *319*	257,126 *7,106*	*4,921*	385,344 *7,106*	15
1888–89	109,696	410	635	110,741	1,454	112,195	84,141 *7,375*	423 *65*	729 *318*	85,293 *7,758*	*10,639*	197,488 *7,758*	16
1889–90	110,056	511	671	111,238	1,153	112,391	218,915 *4,874*	594 *62*	432 *241*	219,941 *5,177*	*7,960*	332,332 *5,177*	17
1890–91	109,818	679	696	111,193	1,144	112,337	221,304 *2,907*	1,474 *353*	449 *287*	223,227 *3,547*	*6,363*	335,564 *3,547*	18
1891–92	118,664	531	1,472	120,667	1,329	121,996	337,118 *5,137*	3,313 *323*	593 *471*	341,024 *5,931*	*6,623*	463,020 *5,931*	19
1892–93	115,299	2,000	1,054	118,353	1,761	120,114	86,422 *5,402*	4,504 *690*	325 *297*	91,251 *6,389*	*8,095*	211,365 *6,389*	20
1893–94	113,696	991	809	115,496	1,794	117,290	87,661 *6,378*	3,274 *408*	454 *216*	91,389 *7,002*	*8,484*	208,679 *7,002*	21
TOTAL	1,202,132	7,121	24,560	1,233,813	11,356	1,245,169	1,880,160 *66,251*	16,742 *2,738*	7,861 *3,484*	1,904,763 *72,473*	*66,214*	3,147,211 *72,473*	22
						TOTAL.							
1884–85	591,537	367,057	80,041	1,038,635	73,052	1,111,687	780,639 *46,198*	456,631 *112,354*	70,876 *10,544*	1,308,146 *169,096*	*414,920*	2,346,781 *169,096*	23
1885–86	678,495	372,631	92,811	1,143,937	102,975	1,246,912	546,194 *50,455*	497,077 *159,724*	78,275 *9,832*	1,121,546 *220,011*	*508,592*	2,265,483 *220,011*	24
1886–87	671,431	338,589	88,726	1,098,746	113,416	1,212,162	620,576 *48,824*	408,477 *133,091*	82,728 *8,123*	1,111,781 *190,038*	*549,943*	2,210,527 *190,038*	25
1887–88	632,742	287,866	72,722	993,330	103,285	1,096,615	774,158 *39,209*	427,747 *103,608*	70,559 *7,918*	1,272,464 *150,735*	*472,164*	2,265,794 *150,735*	26
1888–89	718,672	222,628	24,477	965,777	98,409	1,064,186	673,160 *52,719*	370,989 *123,310*	54,805 *5,856*	1,098,954 *181,885*	*389,018*	2,163,140 *181,885*	27
1889–90	691,105	304,686	36,526	1,032,317	67,802	1,100,119	(g)868,328 (a) *30,242*	448,624 *111,557*	66,836 *7,070*	1,383,788 *148,869*	*288,126*	2,483,907 *148,869*	28
1890–91	698,119	352,097	49,190	1,099,406	59,952	1,159,358	1,048,196 (g) *29,836*	473,074 *129,546*	80,344 *8,010*	1,601,614 *167,392*	*260,048*	2,760,972 *167,392*	29
1891–92	859,730	285,826	50,262	1,195,818	61,069	1,256,887	1,171,693 *35,925*	458,032 *105,301*	82,072 *7,181*	1,711,797 *148,407*	*267,777*	2,968,684 *148,407*	30
1892–93	892,255	313,737	76,502	1,282,494	65,113	1,347,607	(g)689,053 *52,826*	532,855 *89,388*	86,785 *8,148*	1,308,693 *150,362*	*295,903*	2,656,300 *150,362*	31
1893–94	826,068	325,636	77,399	1,229,103	69,830	1,298,933	(g)606,223 *45,637*	568,443 *83,947*	78,927 *10,856*	1,253,593 *140,440*	*310,073*	2,552,526 *140,440*	32
TOTAL	7,260,154	3,170,753	648,656	11,079,563	814,903	11,894,466	7,778,220 *431,871*	4,641,949 *1,151,826*	752,207 *83,538*	13,172,376 *1,667,235*	*3,756,564*	24,674,114 *1,667,235*	33

(a) This represents, for the Years 1884–85 to 1887–88, 7 per cent. computed upon Salaries, and upon the Wages of Workmen on the Establishment, and 10 per cent. for the Years 1888–89 to 1893–94.

(b) Including Harbour and Dockyard Gear, Moorings, Transporting Hawsers, Boats, Moveable Yard Plant, Fire Engines, Hurt Money, Rents, Rates, Taxes, Water, &c., &c. (detailed at pages 124 to 129).

(c) For 1888–89 to 1893–94, distributed over Total Expenditure, Columns 6 and 10.

Materials Expended at the Dockyards at Home, together with the Establishment and Incidental Charges, 1884–85 to 1893–94—*continued.*

the Value of Stores returned to Stock.

	ESTABLISHMENT AND INCIDENTAL CHARGES.														
	Salaries (all Offices).	Pensions to Officers and Workmen. (Proportion charged to Accounts.) (a)	Holidays.	General Expenditure at Conversion Shops. (Proportion due to Ships, &c.)	Loan Tool Store.	Maintenance of Yard Machinery. (e)	Maintenance of Buildings. (e)	Dredging.	Police.	General Dockyard Services. (b)	Charges connected with Stores and Store-keeping.	TOTAL. (d)	Proportion Distributed over Direct Charges to Ships, &c. (Labour and Materials.)		YEAR.
													Amount.	Average Per-Centage.	
	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	
						SHEERNESS.									
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.		
1	20,684	5,573	1,732	6,511	540	4,266	7,379	299	2,863	13,083	7,453	70,383	51,828	27·5	1884–85
2	21,807	5,623	1,969	6,727	661	4,305	5,579	697	2,862	15,874	7,840	73,944	52,490	28·5	1885–86
3	21,876	5,557	2,039	6,731	509	4,131	5,066	723	2,856	17,032	8,208	74,728	52,618	29·6	1886–87
4	22,069	5,683	2,493	6,427	671	3,997	5,121	83	2,876	16,412	6,308	72,140	49,403	29·3	1887–88
5	20,420	7,582	1,283	(f)	684	5,765	4,670	396	2,868	13,607	5,626	62,901	39,979	20·9	1888–89
6	(h) 17,172	7,046	1,628	(f)	669	9,854	3,988	–	2,877	13,506	5,283	62,023	36,282	18·9	1889–90
7	17,555	6,958	1,960	(f)	518	8,490	5,324	177	2,928	14,326	5,043	63,279	34,935	18·3	1890–91
8	17,770	6,830	1,379	(f)	575	8,153	6,785	610	3,114	19,660	4,946	69,822	36,731	16·3	1891–92
9	18,257	7,127	2,358	(f)	700	7,383	6,869	244	3,054	14,733	5,347	66,072	36,617	17·1	1892–93
10	17,809	6,705	1,766	(f)	674	7,270	4,587	237	3,099	15,419	5,727	63,293	35,906	17·1	1893–94
11	195,419	64,684	18,607	26,396	6,201	63,614	55,368	3,466	29,397	153,652	61,781	678,585	426,789	–	TOTAL.
						PEMBROKE.									
12	16,448	4,780	2,283	3,549	984	4,794	5,998	–	2,994	8,583	2,682	53,095	37,805	9·9	1884–85
13	17,572	4,805	2,772	4,456	1,006	4,562	6,861	–	2,993	8,165	3,133	56,325	40,836	12·5	1885–86
14	16,623	4,862	2,871	3,823	912	4,635	6,375	–	2,988	8,457	2,681	54,227	37,918	11·3	1886–87
15	16,683	4,686	3,018	3,107	601	4,651	5,911	–	3,030	6,555	2,333	50,555	35,338	9·0	1887–88
16	14,535	5,955	1,433	(f)	718	4,542	7,414	–	2,733	6,670	2,508	46,508	30,724	15·0	1888–89
17	(h) 10,805	5,880	1,821	(f)	698	4,148	6,281	–	2,744	7,927	2,148	42,452	25,206	7·5	1889–90
18	10,939	5,679	2,191	(f)	523	5,198	8,565	–	2,817	7,320	2,217	45,449	26,653	7·9	1890–91
19	11,215	5,692	1,806	(f)	648	3,992	7,749	–	2,889	6,341	2,498	42,830	24,834	5·3	1891–92
20	11,399	5,674	2,605	(f)	685	3,405	6,529	–	2,693	6,969	2,424	42,383	25,448	11·7	1892–93
21	11,894	5,467	2,067	(f)	702	2,629	5,564	–	2,865	7,291	2,649	40,928	24,924	11·6	1893–94
22	138,113	53,460	22,867	14,935	7,477	42,556	67,247	–	28,546	74,278	25,273	474,752	309,686	–	TOTAL.
						TOTAL.									
23	160,129	42,932	21,344	68,852	7,305	48,425	74,111	25,108	34,269	157,316	60,168	699,959	492,061	19·6	1884–85
24	172,220	43,663	25,875	74,707	8,166	49,329	83,368	29,082	34,355	148,490	68,703	737,958	515,676	20·7	1885–86
25	169,691	45,137	25,377	69,346	7,501	48,561	65,938	26,471	34,366	146,929	64,326	703,643	478,070	19·9	1886–87
26	168,489	44,955	29,035	60,727	6,722	47,530	63,089	32,120	34,908	130,446	57,470	675,491	443,658	18·4	1887–88
27	156,804	59,392	14,710	(f)	6,984	84,510	103,604	13,105	34,652	126,452	53,670	653,683	365,708	15·6	1888–89
28	(h) 129,639	58,522	19,564	(f)	7,601	87,752	118,319	37,384	35,315	135,202	51,517	680,815	330,639	12·6	1889–90
29	133,243	56,873	25,730	(f)	6,866	87,940	122,138	9,969	35,965	144,684	52,091	675,499	335,701	11·5	1890–91
30	135,637	59,238	17,603	(f)	7,949	82,471	114,054	11,560	37,917	158,196	58,452	683,077	343,796	11·0	1891–92
31	137,448	65,442	30,143	(f)	8,627	78,053	106,769	48,834	37,718	138,208	59,908	711,150	343,799	12·2	1892–93
32	140,416	63,806	21,912	(f)	7,505	65,998	110,122	68,606	37,734	159,365	59,640	735,104	353,233	13·1	1893–94
33	1,503,516	539,960	231,293	273,632	75,226	680,569	961,512	302,239	357,199	1,445,288	585,945	6,956,379	4,002,341	–	TOTAL.

(d) Excludes the cost of coaling the Fleet.
(e) The figures for the Years 1888–89 to 1893–94, include the cost of New Work.
(f) Included with Direct Charges.
(g) Exclusive of advances, &c., upon Armour Plates.
(h) Decrease due to the pay of Inspectors of Shipwrights being transferred from Establishment to Direct Charges.

Appendix D. - - - - - - - -

STATEMENT showing Cumulative Expenditure to 31st March 1894, on DIRECT under the Naval

	TO 31st MARCH 1893. (c)					
	Under Section 1 (3) (b) of Naval Defence Act, 1889.				Under Section 1 (3) (a) of Naval Defence Act, 1889. (d)	
	Dockyard Work.		Contract Work.	Total. (d)		
	Labour.	Materials (Net).				
	£.	£.	£.	£.	£.	
DOCKYARD-BUILT SHIPS - - - -	2,484,321	3,147,537	2,111,593	7,743,451	—	1
STEAM BOATS FOR DITTO - - - -	3,797	2,851	53,912	60,560	—	2
ADVANCES, &c., ON GUN MOUNTINGS, &c., FOR DITTO - - - - - -	—	—	114,973	114,973	—	3
Total - - - £.	2,488,118	3,150,388	2,280,478	7,918,984	—	4
CONTRACT-BUILT SHIPS - - - -	54,323	119,604	—	173,927	7,430,894	5
STEAM BOATS FOR DITTO - - - -	1,534	707	32,133	34,374	—	6
ADVANCES, &c., ON GUN MOUNTINGS FOR DITTO - - - - - - - -	—	—	—	—	141,261	7
INSPECTION OF CONTRACT WORK - -	—	—	—	—	68,613	8
Total - - - £.	55,857	120,311	32,133	208,301	7,640,768	9
GRAND TOTAL - - - £.	2,543,975	3,270,699	2,312,611	**8,127,285**	**7,640,768**	10

(c) Includes 47,861 *l.* (Dockyard-built Ships 23,940 *l.*, and Steam Boats 23,921 *l.*) expenditure incurred prior to 1st April 1889, the date upon which the Naval Defence Act came into operation.

Appendix D.

Ships Building in Her Majesty's Dockyards and by Contract, Defence Act, 1889.

EXPENDITURE.

	IN 1893-94.					TOTAL TO 31st MARCH 1894. (c)				
	Under Section 1 (3) (b) of Naval Defence Act, 1889.				Under Section 1 (3) (a) of Naval Defence Act, 1889. (d)	Under Section 1 (3) (b) of Naval Defence Act, 1889.				Under Section 1 (3) (a) of Naval Defence Act, 1889. (d)
	Dockyard Work.		Contract Work.	Total. (d)		Dockyard Work.		Contract Work.	Total. (d)	
	Labour.	Materials (Net).				Labour.	Materials (Net).			
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	613,958	251,140	384,927	1,250,025	—	3,098,279	3,398,677	2,496,520	8,993,476	—
2	1,304	1,049	12,622	14,975	—	5,101	3,900	66,534	75,535	—
3	—	—	*Cr. 22,584*	*Cr. 22,584*	—	—	—	92,389	92,389	—
4	615,262	252,189	374,965	1,242,416	—	3,103,380	3,402,577	2,655,443	9,161,400	—
5	83,201	49,520	—	132,721	762,494	137,524	169,124	—	306,648	8,193,388
6	1,679	1,752	19,635	23,066	—	3,213	2,459	51,768	57,440	—
7	—	—	—	—	*Cr. 107,998*	—	—	—	—	33,263
8	—	—	—	—	7,208	—	—	—	—	75,821
9	84,880	51,272	19,635	155,787	661,704	140,737	171,583	51,768	364,088	8,302,472
10	700,142	303,461	394,600	**1,398,203**	**661,704**	3,244,117	3,574,160	2,707,211	**9,525,488**	**8,302,472**

(d) Excluding Guns, Ammunition, and Torpedoes.

Appendix E.

Statement showing Cumulative Expenditure to 31st March 1894, upon the Ships Act, 1889, including Expenditure upon Steam Boats, and

Ship.	Direct Charges.			Incidental Charges (including Cost of Inspection).	Total.
	Per Expense Accounts.	Steam Boats.	Total (per N. D. Account).		
DOCKYARD-BUILT SHIPS:	Page.	£.	£.	£.	£.
Barfleur	38	522,730	3,240	525,970	48,351	574,321
Centurion	38	530,738	4,644	535,382	52,801	588,183
Empress of India	38	781,751	7,156	788,907	55,217	844,124
Hood	38	775,322	8,446	783,768	62,531	846,299
Repulse	38	783,829	5,515	789,344	56,364	845,708
Royal Sovereign	38	759,631	8,602	768,233	68,915	837,148
Crescent	38	349,128	5,873	355,001	32,826	387,827
Edgar	40	360,317	3,997	364,314	43,884	408,198
Hawke	40	360,202	4,365	364,567	31,698	396,265
Royal Arthur	40	364,859	6,171	371,030	35,194	406,224
Æolus	40	189,343	653	189,996	22,387	212,383
Andromache	–	173,899	707	174,606	14,723	189,329
Apollo	–	174,798	672	175,470	14,744	190,214
Astræa	40	215,692	1,250	216,942	34,765	251,707
Bonaventure	40	219,269	1,302	220,571	26,802	247,373
Brilliant	40	190,084	668	190,752	25,805	216,557
Cambrian	42	219,558	620	220,178	19,862	240,040
Charybdis	42	165,678	1,241	166,919	22,048	188,967
Flora	42	163,612	609	164,221	15,387	179,608
Forte	42	158,946	611	159,557	20,103	179,660
Fox	42	165,908	596	166,504	21,434	187,938
Hermione	42	158,139	1,205	159,344	19,077	178,421
Pallas	42	136,477	633	137,110	13,295	150,405
Pearl	44	145,445	704	146,149	12,549	158,698
Philomel	–	140,409	661	141,070	16,438	157,508
Phœbe	44	136,850	672	137,522	24,756	162,278
Alarm	44	55,229	438	55,667	6,730	62,397
Antelope	44	59,711	421	60,132	6,860	66,992
Circe	44	57,744	443	58,187	7,381	65,568
Dryad	44	61,891	445	62,336	7,155	69,491
Gleaner	46	54,136	428	54,564	11,763	66,327
Gossamer	46	51,453	428	51,881	11,463	63,344
Halcyon	46	48,509	409	48,918	5,763	54,681
Harrier	46	45,964	408	46,372	5,270	51,642
Hazard	46	62,595	435	63,030	6,708	69,738
Hebe	46	61,161	431	61,592	12,207	73,799
Hussar	48	37,016	–	37,016	3,768	40,784
Leda	48	55,453	436	55,889	6,750	62,639
Advances on Transferable Gun Mountings, including Reserve Mountings, not yet issued to Ships	–	92,389	–	92,389	–	92,389
Total £.		9,085,865	75,535	9,161,400	903,774	10,065,174

Appendix E.

Building in Her Majesty's Dockyards and by Contract, under the Naval Defence the Proportion of Incidental and Establishment Charges.

SHIP.		DIRECT CHARGES				INCIDENTAL CHARGES.			TOTAL.
		Per Expense Accounts.	Steam Boats.	Cost of Inspection.	Total (per N. D. Account).	Due to Dockyard Work and Steam Boats.	Due to Contract Work (Approximate).	Total	
CONTRACT-BUILT SHIPS:	Page.	£.	£.	£.	£.	£.	£.	£.	£.
Ramillies	50	871,828	9,415	8,007	889,250	3,287	6,784	10,071	899,321
Resolution	50	848,063	5,097	7,931	861,091	2,995	6,617	9,612	870,703
Revenge	50	847,393	5,441	8,133	860,967	2,941	6,733	9,674	870,641
Royal Oak	50	864,664	5,501	8,199	878,364	3,162	6,799	9,961	888,325
Endymion	50	349,891	3,918	3,799	357,608	2,310	2,719	5,029	362,637
Gibraltar	50	347,992	3,727	4,123	355,842	2,620	2,704	5,324	361,166
Grafton	50	348,709	4,069	3,321	356,099	2,440	2,716	5,156	361,255
St. George	52	368,174	3,283	4,369	375,826	1,714	2,947	4,661	380,487
Theseus	52	344,680	3,564	3,779	352,023	2,055	2,724	4,779	356,802
Indefatigable	52	178,803	622	1,058	180,483	980	1,400	2,380	182,863
Intrepid	52	179,058	616	1,261	180,935	960	1,389	2,349	183,284
Iphigenia	52	180,417	628	1,514	182,559	1,065	1,373	2,438	184,997
Latona	–	170,011	521	564	171,096	717	1,438	2,155	173,251
Melampus	52	170,882	616	671	172,169	843	1,390	2,233	174,402
Naiad	52	170,390	619	846	171,855	790	1,352	2,142	173,997
Pique	54	183,221	662	977	184,860	1,397	1,436	2,833	187,693
Rainbow	54	182,314	651	1,412	184,377	1,230	1,412	2,642	187,019
Retribution	54	182,941	646	1,574	185,161	1,306	1,379	2,685	187,846
Sappho	54	171,436	645	1,766	173,847	770	1,371	2,141	175,988
Scylla	54	171,098	664	1,867	173,629	762	1,360	2,122	175,751
Sirius	54	185,940	660	802	187,402	1,386	1,488	2,874	190,276
Spartan	54	184,807	664	1,021	186,492	1,129	1,447	2,576	189,068
Sybille	56	170,560	644	1,239	172,443	1,168	1,367	2,535	174,978
Terpsichore	56	172,497	647	714	173,858	628	1,422	2,050	175,908
Thetis	56	171,703	664	800	173,167	610	1,394	2,004	175,171
Tribune	56	171,482	676	844	173,002	597	1,378	1,975	174,977
Jaseur	56	48,185	427	846	49,458	341	385	726	50,184
Jason	56	48,131	429	846	49,406	343	378	721	50,127
Niger	56	47,845	429	846	49,120	294	387	681	49,801
Onyx	58	53,948	433	846	55,227	360	432	792	56,019
Renard	58	53,891	430	847	55,168	356	434	790	55,958
Speedy	58	59,082	432	999	60,513	379	491	870	61,383
Advances on Transferable Gun Mountings, including Reserve Mountings, not yet issued to Ships	–	33,263	–	–	33,263	–	–	–	33,263
TOTAL £.		8,533,299	57,440	75,821	8,666,560	41,935	67,046	108,981	8,775,541

APPENDIX F.

STATEMENT showing Expenditure upon SHIPS BUILDING by CONTRACT

NAME OF SHIP.	ESTIMATED FIRST COST. (*Vide* Navy Estimates, 1891-92.)				
	Hull.	Propelling and other Machinery.	Gun Mountings, Torpedo Carriages and Gear.	TOTAL.	
Cruisers, 3rd Class:	£.	£.	£.	£.	
KATOOMBA, late PANDORA	61,714	45,031	8,249 (*a*) 1,725	116,719	1
MILDURA, late PELORUS	61,060	45,068	8,212 (*a*) 1,722	116,062	2
WALLAROO, late PERSIAN	61,076	44,983	8,212 (*a*) 1,724	115,995	3
TAURANGA, late PHOENIX	68,475	49,763	8,313 (*a*) 1,550	128,101	4
RINGAROOMA, late PSYCHE	68,458	49,773	8,313 (*a*) 1,532	128,076	5
Gun Boats, 1st Class:					
BOOMERANG, late WHITING	23,701	22,302	2,829 (*a*) 1,130	49,962	6
KARRAKATTA, late WIZARD	23,582	22,289	2,830 (*a*) 1,134	49,835	7
TOTAL £.	368,066	279,209	46,958 (*a*) 10,517	704,750	8
Salaries of Officers, &c., inspecting the Construction of the foregoing Ships				10,250	9
Gun Mountings unappropriated to Ships				—	10
TOTAL £.				715,000	11

(*a*) Torpedo Tubes made in the Dockyards.

Appendix F.

under the Imperial Defence Act, 1888 (51 & 52 Vict. c. 32).

	ACTUAL EXPENDITURE. (b)											
	To 31st March 1893.				In the Year 1893-94.				Total (to 31st March 1894)			
	Hull.	Propelling and other Machinery.	Gun Mountings, Torpedo Carriages and Gear.	Total.	Hull.	Propelling and other Machinery.	Gun Mountings, Torpedo Carriages and Gear.	Total.	Hull.	Propelling and other Machinery.	Gun Mountings, Torpedo Carriages and Gear.	Total.
	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
1	61,785	44,643	10,516	116,944	—	—	49	49	61,785	44,643	10,565	116,993
2	60,819	44,637	10,469	115,925	—	—	49	49	60,819	44,637	10,518	115,974
3	60,815	44,644	10,544	116,003	—	—	49	49	60,815	44,644	10,593	116,052
4	68,879	49,068	10,731	128,678	—	—	49	49	68,879	49,068	10,780	128,727
5	68,873	49,111	10,705	128,689	—	—	49	49	68,873	49,111	10,754	128,738
6	23,843	22,088	4,317	50,248	—	—	13	13	23,843	22,088	4,330	50,261
7	23,729	22,076	4,468	50,273	—	—	12	12	23,729	22,076	4,480	50,285
8	368,743	276,267	61,750	706,760	—	—	270	270	368,743	276,267	62,020	707,030
9	. . . . .			11,162	. . . . .			—	. . . . .			11,162
10	. . . . .			745	. . . . .			*Cr. 745*	. . . . .			—
11				£. 718,667				£. *Cr. 475*				£. 718,192

(b) Met out of the Consolidated Fund.

Appendix G.

STATEMENT showing Expenditure upon Ships chargeable to Navy Votes, other than Vote 8, Sections I. and II., "Other Departments of Government," "Foreign Governments," "Private Individuals," &c. (The Value of Materials returned for Sale has been taken into Account.)

NAME OF SHIP.	MINOR REPAIRS. Labour.	MINOR REPAIRS. Materials (Net).	Sea Stores for Maintenance.	TOTAL.
	£.	£.	£.	£.
CHARGEABLE to Vote No. 2, Victualling.				
Small amounts, under 100*l.* for each ship.	56	14	—	70
CHARGEABLE to Vote No. 9, Naval Armaments.				
Growler - - -	75	41	—	116
Small amounts, under 100*l.* for each ship.	166	61	—	227
CHARGEABLE to Vote No. 10, Director of Works Department.				
Steam Dredgers - -	410	116	434	960
Steam Pinnaces and Cutters.	87	26	4	117
Yard Craft, Nos. 16, 17, 18, and 76.	1,431	482	1,460	3,373
CHARGEABLE to Vote No. 11, Sub. G.				
Small amounts, under 100*l.* for each ship.	46	16	3	65
CHARGEABLE to Vote No. 11, Sub. W.				
Small amounts, under 100*l.* for each ship.	14	6	58	78
CHARGEABLE to Vote No. 11, Sub. Z.				
Small amounts, under 100*l* for each ship.	4	1	—	5
CHARGEABLE to War Department.				
Advance - - -	284	66	—	350
Harpy - - - -	24	244	—	268
Miners - - - -	213	117	—	330
Ordnance Lighters -	72	40	—	112
Steam Launches, Pinnaces, Cutters, &c.	181	177	25	383
Small amounts, under 100*l.* for each ship.	161	109	—	270

NAME OF SHIP.	MINOR REPAIRS. Labour.	MINOR REPAIRS. Materials (Net).	Sea Stores for Maintenance.	TOTAL.
	£.	£.	£.	£.
CHARGEABLE to Board of Customs.				
Small amounts, under 100*l.* for each ship.	2	—	54	56
CHARGEABLE to Post Office.				
Small amounts under 100*l.*	50	—	—	50
CHARGEABLE to Indian Government.				
Bothnia - - -	259	28	—	287
Crocodile - - -	5,332	1,735	84	7,151
Euphrates - - -	6,049	1,902	3,574	11,525
Malabar - - -	5,271	1,951	3,971	11,193
Serapis - - - -	5,421	2,064	3,008	10,493
Warren Hastings -	87	1	48	136
Steam Pinnaces - -	213	37	—	250
Torpedo Boats - -	697	222	—	919
Small amounts, under 100*l.* for each ship.	9	—	—	9
CHARGEABLE to Russian Government.				
Pamiat Azova - -	90	36	—	126
CHARGEABLE to Netherlands Government.				
Van Speyk - - -	61	96	—	157
CHARGEABLE to Private Individuals.				
Hyon - - - -	77	50	—	127
Sparta - - - -	213	174	—	387
Steam Dredger - -	55	74	—	129
Small amounts, under 100*l.* for each ship.	113	60	—	173

Appendix H.

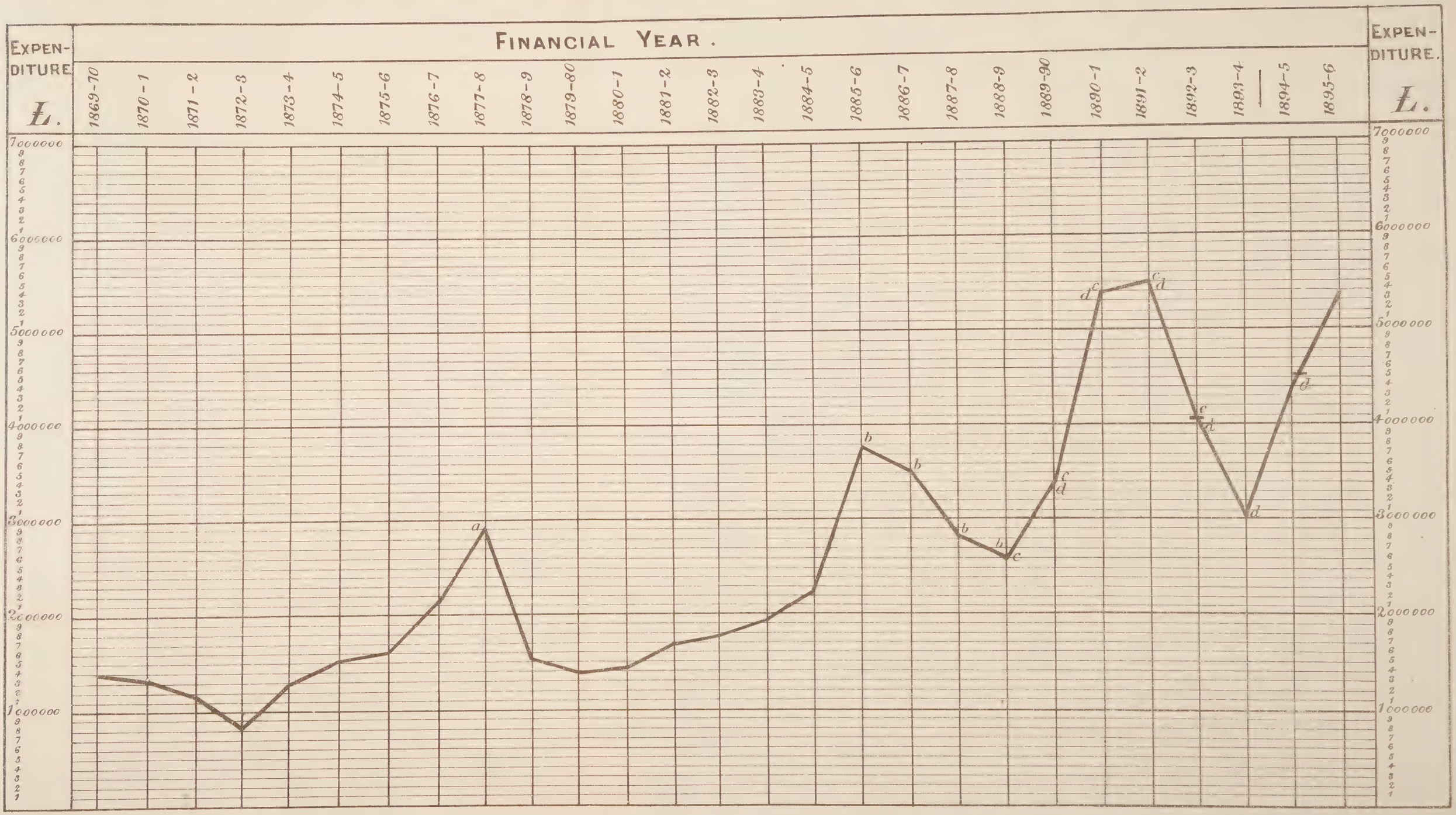
STATEMENT showing the Amounts realised during the Year on account of Her Majesty's Ships and Vessels Sold, &c.

NAME OF SHIP.	Purchase Money received for Old and Unserviceable Ships, Sold out of the Service.	REMARKS.
	£. s. d.	
Eagle (Coast Guard Cruiser) - - -	150 – –	
Lucifer - - - - - - -	355 – –	
Orontes - - - - - - - -	7,255 – –	
Otter - - - - - - - -	253 – –	
Procris - - - - - - - -	375 – –	
Rover - - - - - - - -	7,750 – –	
Steam Pinnace, No. 150 - - - -	107 12 7	
Swimming Vessel - - - - -	95 – –	
Victoria (Old) - - - - -	9,804 – –	
Watch Vessel, No. 10 - - - -	100 – –	
„ „ „ 28 - - - -	400 – –	
Yard Craft, No. 3 (Jamaica) - - -	20 10 –	
„ „ „ 12 (Devonport) - -	132 – –	
Total - - - £.	26,797 2 7	

DOCKYARD EXPENSE ACCOUNTS; SHIP BUILDING AND DOCKYARD TRANSACTIONS &C. IN THE YEAR 1893-94.

APPENDIX I.

DIAGRAM SHEWING THE EXPENDITURE UPON NEW CONSTRUCTION DURING THE TWENTY FIVE YEARS BETWEEN 1869-70 AND 1893-94 SEE PAGE 160. ALSO THE ESTIMATED EXPENDITURE IN 1894-95 AND 1895-96, PER NAVY ESTIMATES FOR THE LATTER YEAR.



Wyman & Sons Ltd. Lith. 6917. 2..95.

January 1895.

(a) Includes £1,523,000 for purchase of Ships under the Vote of Credit.
(b) Includes Expenditure under Lord Northbrook's Special Programme.
(c) Includes Expenditure under the Imperial Defence Act 1888.
(d) Includes Expenditure under the Naval Defence Act 1889.

INDEX OF SHIPS' NAMES.

	Page.
A.	
Abyssinia	100
Achilles	100, 164
Acorn	176
Actæon	114
Active	106, 174
Active (C.G.C.)	112
Adder	112
Advance	200
Adventure	113
Æolus	40, 102, 172, 196
Agamemnon	99, 166
Agincourt	84, 100, 164
Ajax	84, 99, 166
Alacrity	94, 113, 186
Alarm	44, 108, 178, 196
Albacore	110, 180
Alberta	114
Alecto	113, 188
Alert	62
Alexandra	99, 166
Algiers	114
Amelia	112
Amphion	102, 174
Andromache	102, 170, 196
Anson	98, 168
Ant	111, 184
Antelope	44, 108, 178, 196
Apollo	102, 170, 196
Archer	106, 176
Ardent	66
Arethusa	102, 174
Argus	112
Ariadne	114
Arrow	184
Asia	114
Assaye	108
Assistance	112
Astræa	40, 102, 172, 196
Audacious	99, 164
Aurora	100, 168
Australia	100, 166
B.	
Badger	184
Banshee	66
Banterer	110
Barfleur	38, 98, 168, 196
Barham	34, 104, 170
Barracouta	34, 104, 170
Barrosa	34, 104, 170
Basilisk	90, 107, 176
Beagle	107, 176
Beatrice	112
Belleisle	100, 166
Bellerophon	99, 164
Bellona	36, 104, 170
Benbow	98, 166
Black Prince	101, 164
Blake	34, 102, 170
Blanche	86, 104, 170
Blazer	111, 184
Blenheim	36, 102, 172
Blonde	104, 170
Bloodhound	111, 184
Boadicea	106, 174
Bonaventure	40, 102, 172, 196
Bonetta	111, 184
Boomerang	108, 182, 198
Boscawen (late "Trafalgar").	114
Bothnia	200
Bouncer	186
Boxer	66
Bramble	108, 180
Brilliant	40, 102, 172, 196
Brisk	106, 176
Britannia	114
Briton	115
Bruiser	66
Bulldog	111, 184
Bullfrog	115
Bustard	111, 184
Buzzard	107, 176
C.	
Caledonia	115
Calliope	104, 174
Calypso	104, 174
Cambrian	42, 103, 172, 196
Cambridge	115
Camperdown	98, 168
Canada	86, 104, 174
Caroline	104, 174
Carysfort	104
Castor	115
Centurion	38, 98, 168, 196
Champion	105, 174
Charger	68
Charybdis	42, 103, 196
Circe	44, 108, 178, 196
Cleopatra	105, 174
Clyde	115
Cockatrice	113, 188
Cockchafer	110, 180
Collingwood	98, 166
Colossus	99, 166
Comet	111, 184
Comus	88, 174
Confiance	115
Conflict	68
Conqueror	99, 166
Conquest	105, 174
Contest	68
Cordelia	88, 105, 174
Cossack	106, 176
Crescent	38, 102, 172, 196
Crocodile	200
Cruiser (late "Lark" and "Kingfisher").	96, 115
Cuckoo	111, 184
Curaçoa	105, 174
Curlew	108, 180
Cyclops	100, 166
D.	
Dædalus	115
Daisy	112
Daphne	107, 176
Daring	68
Dart	114, 188
Dasher	68
Decoy	68
Dee	111, 184
Defiance	115
Delight	112
Devastation	82, 99, 164
Diana	64
Dido	64
Dolphin	90, 107, 176
Don	111, 184
Doris	64
Dove	113
Dragon	68
Dragon (old)	115
Drake	115
Dreadnought	99, 166
Dromedary	80
Dryad	44, 108, 178, 196
Duke of Wellington	115
Durham	115
E.	
Eagle	115
Eagle (C.G.C.)	201
Eclipse	60
Edgar	40, 102, 172, 196
Edinburgh	99, 166
Egeria	94, 114, 188
Elfin	115
Elk	115
Emerald	106, 174
Empress of China (Merchant Cruiser).	119
Empress of India (late "Renown").	38, 98, 168, 196
Empress of India (Merchant Cruiser).	119
Empress of Japan (Merchant Cruiser).	119
Enchantress	113, 186
Endymion	50, 102, 172, 197
Esk	111, 184
Espiègle	176
Euphrates	200
Excellent (late "Handy")	115
Excellent (College)	115
Excellent (old)	115
F.	
Fanny	112
Fearless	106, 176
Ferret	70
Fervent	70
Fidget	184
Firebrand	94, 110, 180
Firefly	110, 180
Fire Queen	113, 186
Firm	116, 180
Flora	42, 103, 196
Forester	116
Forte	42, 103, 196
Forte (old)	116
Forth	103, 170
Fox	42, 103, 196
Foxhound	116
Frolic	116
G.	
Gadfly	186
Galatea	101, 168
Ganges	116
Gannet	107, 176
Garnet	106, 174
Gibraltar	50, 102, 172, 197
Glatton	100, 164
Gleaner	46, 108, 178, 196
Goldfinch	92, 108, 182
Gorgon	100, 164
Goshawk	116
Gossamer	46, 108, 178, 196
Grafton	50, 102, 172, 197
Grappler	110, 180
Grasshopper	108, 178
Griper	186
Growler	200
H.	
Halcyon	46, 196
Handy	70
Hannibal	60
Hardy	70
Harpy	200
Harrier	46, 196
Hart	70

	Page.
Hasty	70
Haughty	70
Havock	72, 112, 182
Hawk	112
Hawke	40, 102, 172, 196
Hazard	46, 108, 178, 196
Hearty	113, 186
Hebe	46, 108, 178, 196
Hecate	100, 166
Hecla	113, 176
Herald	113
Hercules	82, 99, 164
Hermione	42, 103, 196
Hero	99, 168
Hibernia	116
Himalaya	112
Hind	112
Hindostan	116
Hood	38, 98, 168, 196
Hornet	72
Hotspur	100, 164
Howe	84, 98, 168
Hulks	118
Humber	112, 188
Hunter	72
Hussar	48, 196
Hyacinth	105, 174
Hyæna	184
Hydra	100, 166
Hyon	200

I.

Icarus	107, 176
Immortalité	101, 168
Imogene	94, 113, 186
Impérieuse	86, 101, 166
Impregnable	116
Inconstant	106, 174
Indefatigable	52, 103, 170, 197
Indus	116
Inflexible	99, 166
Insolent	111, 186
Intrepid	52, 103, 172, 197
Invincible	99, 164
Iphigenia	52, 103, 172, 197
Iris	106, 174
Iron Duke	99, 164
Irresistible	116
Isis	66

J.

Jackal	113, 186
Janus	72
Jaseur	56, 108, 178, 197
Jason	56, 108, 178, 197
Jumna	116
Juno	66
Jupiter	64

K.

Karrakatta	108, 182, 198
Katoomba	105, 170, 198
Kite	111, 184

L.

Landrail	108, 180
Lapwing	108, 182
Lark (late Cruiser)	116
Latona	103, 170, 197
Leander	103, 174
Leda	48, 109, 178, 196
Liberty	116
Liffey	116
Lightning	72
Linnet	108, 180
Lion	116
Lizard	109, 182
Lucifer	201
Lynx	72

M.

Magdala	100
Magicienne	88, 105, 170
Magnet	113, 186
Magnificent	60
Magpie	92, 109, 182
Majestic	60
Majestic (Merchant Cruiser).	119
Malabar	200
Marathon	105, 170
Margaret	112
Mariner	176
Marlborough	116
Mars	64
Martin (late "Mayflower")	116
Mary	112
Mastiff	111, 184
Medea	105, 170
Medina	184
Medusa	105, 170
Medway	184
Melampus	52, 103, 172, 197
Melita	107, 176
Melpomene	105, 170
Mercury	88, 106, 174
Mersey	103, 170
Mildura	105, 170, 198
Miners	200
Minerva	62
Minotaur	101, 164
Mistletoe	110, 180
Mohawk	90, 107, 176
Monarch	82, 164
Mosquito	113
Mutine	176

N.

Naiad	52, 103, 172, 197
Narcissus	101, 168
Nautilus	116
Nelson	101, 166
Neptune	99, 166
Niger	56, 109, 178, 197
Nile	34, 98, 168
Nimble	117
Northampton	101, 166
Northumberland	86, 101, 164
Nymphe	107, 176

O.

Onyx	58, 109, 178, 197
Opossum	72
Orion	100, 166
Orlando	101, 168
Orontes	201
Osborne	114, 186
Otter	201

P.

Pallas	42, 105, 170, 196
Paluma	117
Pamiat Azova	200
Partridge	109, 182
Peacock	109, 182
Pearl	44, 105, 172, 196
Pelican	107, 176
Pembroke (late "Duncan")	117
Penelope	100, 164
Penguin	94, 114, 188
Phaëton	86, 103, 174
Pheasant	109, 182
Philomel	105, 172, 196
Phœbe	44, 105, 172, 196
Pickle	184
Pigeon	109, 182
Pigmy	109, 182
Pike	111, 184
Pilot	117
Pincher	111, 186
Pioneer	113
Pique	54, 103, 172, 197
Plassy	109
Plover	92, 109, 182
Plucky	184
Polyphemus	88, 106, 170
Porcupine	74
Porpoise	90, 107, 176
Powerful	64
Prince Albert	164
Prince George	60
Procris	201
Pylades	88, 105, 174

R.

Racer	107, 176
Racoon	107, 176
Rainbow	54, 103, 172, 197
Raleigh	106, 174
Rambler	96, 114, 188
Ramillies	50, 98, 168, 197
Ranger	74
Rapid	105, 174
Rattler	92, 109, 182
Rattlesnake	109, 178
Raven	110, 180
Ready	117
Redbreast	92, 109, 182
Redpole	109, 182
Redwing	112, 180
Renard	58, 109, 178, 197
Renown	60
Repulse	38, 98, 168, 196
Research	114, 188
Resolution	50, 98, 168, 197
Retribution	54, 103, 172, 197
Revenge	50, 98, 168, 197
Ringarooma	106, 170, 198
Ringdove	109, 182
Rocket	74
Rodney	84, 98, 168
Rose	112
Rover	117, 201
Royal Arthur (late "Centaur").	40, 102, 172, 196
Royalist	88, 106, 174
Royal Oak	50, 98, 168, 197
Royal Sovereign	38, 98, 168, 196
Ruby	107, 174
Rupert	82, 100, 166

S.

Sabrina	184
St. George	52, 102, 172, 197
St. Vincent	117
Salamander	36, 109, 178
Salmon	74
Sandfly	109, 178
Sans Pareil	98, 168
Sappho	54, 103, 172, 197
Satellite	106, 174
Scorpion	100, 164
Scourge	111, 184
Scout	107, 176
Scylla	54, 104, 172, 197
Seaflower	117
Seagull	36, 109, 178
Seahorse	113, 186
Sealark	117
Seamew	112
Serapis	200
Severn	104, 170
Shah	117
Shannon	101, 166
Shark	74
Sharpshooter	92, 110, 178
Sheldrake	110, 178
Sirius	54, 104, 172, 197
Skate	74
Skipjack	36, 110, 178

	Page.
Skylark	117
Slaney	184
Snake	111, 184
Snap	111, 184
Snapper	74
Spanker	110, 178
Sparrow	92, 110, 182
Sparta	200
Spartan	54, 104, 172, 197
Speedwell	110, 178
Speedy	58, 110, 178, 197
Spey	186
Sphinx	113, 186
Spider	110, 178
Spitfire	76
Starfish	76
Starling	110, 180
Staunch	184
Steam Boats (Building)	48, 58, 80
Steam Launches, Pinnaces, and Cutters.	118, 200, 201
Steam Dredgers	200
Stork	96, 114, 188
Sturgeon	76
Sultan	82, 164
Sunfish	76
Superb	99, 166
Surly	76
Surprise	94, 113, 186
Swallow	90, 107, 176
Swift	90, 108, 180
Swiftsure	100, 164
Swordfish	76
Sybille	56, 104, 172, 197

T.

Talbot	62
Tamar	112
Tartar	107, 176
Tauranga	106, 170, 198
Teazer	76
Tees	186
Temeraire	84, 99, 166
Terpsichore	56, 104, 172, 197
Terrible	64
Terror	117
Teutonic (Merchant Cruiser).	119
Thames	104, 170
Theseus	52, 102, 172. 197
Thetis	56, 104, 172, 197
Thrush	110, 182
Thunderer	99, 166
Tickler	186
Torch	62
Torpedo Boats (Building)	78
Torpedo Boats, 1st and 2nd Class.	114, 200
Torpedo Boats (Wood)	114
Tourmaline	90, 107, 174
Trafalgar	34, 84, 98, 168
Traveller	113, 186
Trent	111, 186
Tribune	56, 104, 172, 197
Trincomalee	117
Triton	114, 188
Triumph	100, 164
Tweed	111, 186
Tyne	112, 188

U.

Undaunted	101, 168
Unicorn	117
Urgent	117

V.

Valiant	101
Van Speyk	200
Venus	66
Vernon	117
Vernon (For Horsea Island).	117
Vesuvius	113, 186
Victor Emanuel	117
Victoria	84, 98
Victoria (C.G.C.)	112
Victoria (old)	201
Victoria and Albert	114, 186
Victorious	60
Victory	117
Viper	101
Vivid	113
Volage	106, 174
Vulcan	34, 106, 170

W.

Wallaroo	106, 170, 198
Wanderer	96, 117
Warren Hastings	200
Warrior	86, 101, 164
Warspite	86, 101, 168
Watchful	110, 180
Waterwitch	80, 114, 188
Weazel	184
Widgeon	94, 110, 182
Wildfire	113
Wild Swan	107, 176
Wivern	100, 164
Wizard	78
Wrangler	110, 180
Wye	112, 188

Y.

Yard Craft (Building)	80
Yard Craft	118, 200, 201

Z.

Zebra	78
Zephyr	78

REPORT OF THE COMPTROLLER AND AUDITOR GENERAL

ON THE

DOCKYARD EXPENSE AND MANUFACTURING ACCOUNTS

FOR THE YEAR 1893–94.

Examination of Home Yard Accounts, Test Comparison of Stock Valuation and Store Ledgers.

Test comparisons continued but still operative only to a limited extent.

1. THE test comparisons of Stock Valuation and Store Ledgers by officers independent of the Yards, which formed the subject of paragraph 1 of my Report last year, were confined during the year now under report to Chatham Dockyard; the results tending to confirm the opinion I have already expressed as to their utility. The position of the question was explained by the Inspector of Dockyard Accounts in his evidence before the Public Accounts Committee in May 1894. The Treasury, in their Minute of the 18th October 1894, paragraphs 77, 78, recognise the value of the check; but I understand that its application has not up to the present been further extended, the Admiralty officer who will conduct it not having yet been appointed.

Labour.

Excess expenditure on Labour in Home Dockyards.

2. The total value of the Labour expended at the Home Dockyards exceeded the Programme Estimate by the sum of 16,082*l.* From the Summary on pages 22–24 of the Account it will be observed that this excess is mainly attributable to increased expenditure on Repairs, Alterations, and Refits, and on Repairs to Ships in Commission and Reserve, provided for under Sub-head D. of the Programme. Savings on Labour in Dockyards abroad reduce this excess to a net sum of 10,274*l.*, which the Treasury sanctioned in connection with the forecast of the Outcome of Navy Votes, 1893–94, as explained in their letter of 31st March 1894, p. 7.

Earnings under task and job.

3. In paragraph 2 of my Report last year, I referred to an alteration in the system of payment by piecework by which full earnings would in future be paid to workmen, without any limitation as to the amount by which such earnings might exceed their normal day wages. So far as the test examination of the year 1893–94 shows, the piecework rates in force have not been found to produce average earnings unduly exceeding the normal day rates; although a few individual cases of very high earnings have occurred under exceptional circumstances. The effect as a whole of the various schemes of prices, as revised from time to time, will, however, still be consistently kept in view.

Manufacturing Accounts.

Abolition of certain Conversion Balance Sheets.

4. In paragraph 6 of my Report on the Expense Accounts for the year 1892–93, it was stated that the Admiralty had issued instructions for the discontinuance from the 1st of April 1893 of the Cost Books and Annual Balance Sheets in the case of certain specified conversion or manufacturing shops. I pointed out at the same time some objections which, in my opinion, presented themselves to the proposed change. As stated by the Inspector of Dockyard Accounts in his evidence before the Public Accounts Committee last year (Q. 1962), the Treasury gave their sanction to the abolition of these shop accounts as an experiment, subject to the proviso that they should be furnished with a Report on the results in 1893–94. I have now received a copy of that Report, which bears out the Admiralty contention that in many of the shops the manufacture of articles of standard pattern for stock is on a small scale, and also shows that, in the aggregate, the cost of the articles made in those shops does not differ very materially from the total value of the output calculated on the basis of Rate Book prices. These results, however, are not incompatible with considerable variations in the cost of production of individual articles, and and being arrived at in aggregate, do not afford accurate data for ascertaining actual cost of individual items of manufacture, which is an important element in the periodical revision of Rate Book values. The Admiralty, in their letter to the Treasury of 29th September 1894, by implication recognise this difficulty, and propose to meet it, as regards more important articles, by the revival of separate accounts where necessary; and from their Minute of 18th October 1894, paragraph 79, it would appear that the Treasury regard this as a satisfactory solution.

Having had the opportunity of looking into this question at the Dockyards, I am of opinion that so long as the manufactures for Stock at the Shops in question remain comparatively insignificant, the continuation of these Balance Sheets may be dispensed with.

Foreign Yard Accounts.

Local Test Examination.

5. A test examination has been given locally to the Expense Accounts of Malta, Gibraltar, and Hong Kong Yards for the year 1893–94, in the main with satisfactory results. The Records of Expense transactions at Hong Kong exhibit a noticeable improvement as compared with previous years, and appear to show that the reforms introduced by the Admiralty, referred to in paragraph 15 of my Report on the Accounts for 1891–92, and in paragraph 72 of the Second Report of the Public Accounts Committee, 1893, have, so far, had a favourable effect.

Cost Accounts of Ships building at Her Majesty's Dockyards.

Cost Accounts of Ships building at Her Majesty's Dockyards.

6. In paragraph 16 of my Report on the Account for the year 1891–92, I referred to the institution of a revised system of Cost Accounts which should ensure the preparation on identical lines both of the estimates of cost and records of actual results of Dockyard Work in building ships of similar type, and thus eventually form a basis of comparison between the cost results of shipbuilding in different Dockyards, so as to enable the lines of variation in cost to be traced.

In that paragraph four ships were named in regard to which a commencement of the new system had been made. I have now been furnished with statements extracted from the official Cost Accounts of two of these vessels, viz., the "Centurion" and the "Barfleur," but with the reservation that they have not been finally passed by the Admiralty. Under these circumstances I think it right to defer criticism for the present.

In explanation of the apparently slow rate of progress in the preparation of these accounts, the Admiralty informed me in a letter, dated 19th December last, that certain unforeseen technical questions of importance had arisen in connexion with them which it was necessary to clear up before they could be finally passed, but they were unable to state when the inquiries would be completed. The letter went on to explain, that as the "Centurion" and "Barfleur" were practically the first ships put out of hand since the revised Cost Account Regulations were introduced, differences of account and procedure had arisen which required careful investigation before issuing instructions for future guidance.

Outcome of the Accounts as regards Programme and Performance in 1893–94.

Sub-Head A.—*New Construction.—Dockyard Work.*

Excess-expenditure under Sub-head A.

7. The Statement of Expenditure in 1893–94, as compared with Programme, on pages 18 and 19, shows an excess under Sub-head A. of 22,305*l.*, due mainly to more rapid advance than was expected of work in the Dockyards on the completion of contract-built vessels, partly compensated for by an under-expenditure of 11,131*l.*, caused by a slight postponement of work on ships of the New Programme building in the Dockyards, especially, as will be seen from the detailed accounts, page 43, in the case of the 2nd class cruiser, "Fox."

Total Cost of Dockyard Ships reported "complete" in 1893–94.

The battle ships "Empress of India" and "Hood" are now stated to be "complete," the latter showing a saving upon the original estimate under Direct Charges (785,694*l.*) of 10,372*l.*

In connexion with the completion of the "Empress of India," it is worthy of remark that the cost of Labour on the Hull, &c., amounted to 208,955*l.*, while that on the "Royal Sovereign," reported complete in 1892–93, was 186,587*l.* only, although the original Estimate in both cases was the same, viz., 208,000*l.* I have inquired of the Admiralty whether they are in a position to explain this difference, but have not as yet received a reply.

Excesses on Cost of individual Ships completed in 1893–94.

The torpedo depôt ship "Vulcan," belonging to the Old Programme under Section 3 (1) of the Naval Defence Act, has been completed at a cost exceeding the original Estimate (277,301*l.*) by 22,843*l.*, chiefly in respect of Labour and Materials on hull. This result is attributed partly to difficulties with the original boilers and partly to structural modifications.

There is an uniform excess on the Cruisers and smaller vessels completed within the year, which, in most cases, the Admiralty state is due to the rise in wages and to structural alterations.

Sub-Head B.—*Contract-built Ships (Naval Defence).*

Excess.

8. The expenditure in excess of the Programme Estimate under Sub-head B. (Ships Building by Contract under Section 1 (3) (*a*) of the Naval Defence Act), which amounts

amounts to 123,349*l.*, is consequent on the rate of progress by contractors being slower than anticipated in the preceding year, as mentioned in paragraph 14 of my Report for 1892–93.

Sub-Head C.—*Further Programme.*

Variations from Estimate in respect of individual Ships built in the Dockyards.

9. The total saving under this Sub-head is 97,584*l.* The details show that, among other things, the expenditure on Ships building in the Dockyards under the "Further Programme" falls short of the Estimate by the sum of 28,509*l.*, although it includes cost of Material allocated to three battle-ships belonging to the 1894–95 Programme, "Hannibal," "Prince George," and "Victorious," amounting in the aggregate to 31,069*l.*, for which no provision was made in 1893–94. Considerable over-expenditure also took place on the "Eclipse" and other Cruisers and smaller vessels. It will be seen, however, on reference to pages 60–61, that this unestimated expenditure is more than counterbalanced by the under-expenditure within the year on the "Magnificent" and "Majestic," which together amounted to 128,877*l.*, and is stated to be due to unavoidable delay in laying down the vessels.

The concurrence of the Treasury was asked and obtained as regards the purchase of Material in anticipation of shipbuilding requirements generally for the year 1894–95, as is shown in the correspondence printed on pages. 6 and 7.

Ships building by Contract. Deviations from Programme.

The expenditure on Ships of the "Further Programme" put out to contract is less than the Estimate by 92,075*l.* The difference is due mainly to delay in the construction of the large Cruisers, "Powerful" and "Terrible." On the other hand, expenditure amounting to 41,121*l.* has been incurred in respect of eleven Torpedo-boat destroyers not contemplated in the Programme. This deviation from the original Programme has been brought to the notice of the Treasury, and their Lordships' sanction obtained, in accordance with the principle referred to in the Second Report of the Public Accounts Committee, 1894, paragraph 81, that even within the limits of a Sub-head the Admiralty are subject to Treasury control in the case of vessels not mentioned in the Programme of the year.

Sub-Head D.—*Reconstruction, Repairs, &c.*

10. The total expenditure under Sub-head D., "Reconstruction, Repairs," &c., exceeds the Estimate by 6,969*l.*, stated to be due to the unexpected necessity of refitting the "Howe." It will be seen from the detailed Accounts on page 85 that the grounding of this vessel led to an expenditure in 1893–94 (including salvage, 35,000*l.*) amounting to 90,569*l.*, for which no provision had been made. On the other hand, an under-expenditure of 26,582*l.* is shown in respect of the "Monarch," the reconstruction of which has been further delayed in order to press on the work on the "Howe," while the sum of 14,780*l.* provided for the repairs to the "Warrior" has not been drawn upon at all.

Sub-Head E.—*Sea Stores.*

11. The excess expenditure of 32,166*l.* shown under the head "Sea Stores" is attributed by the Admiralty to the necessity of equipping more ships than was contemplated at the date of preparation of the Estimates.

Sub-Head F.—*Establishment Incidental and Miscellaneous Charges Unappropriated.*

12. The expenditure under Sub-head F. exceeds the Estimate by a sum of 30,417*l.*, due, it is stated, to increased outlay on Works for Fleet and National purposes, and to the cost of additional Moorings.

Excesses on Programme Estimate.

13. Treasury sanction has been sought for meeting the excesses under Sub-heads D., E. and F., amounting together to 69,552*l.*, by the saving under Sub-head C., which amounts to 97,584*l.*, but it has not as yet been given.

C. L. Ryan,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer, and Auditor General of Public Accounts.

Exchequer and Audit Department,
11 February 1895.

NAVY (VICTUALLING YARD MANUFACTURING ACCOUNTS, 1893–94).

ANNUAL BALANCE SHEETS, showing the Cost of Manufacturing, Provisions, Victualling Stores, and Seamen's Clothing (Hair Beds), at the Home Victualling Yards and Malta Yard during the Financial Year 1893–94, as well as Statements showing the Waste and Loss resulting therefrom; together with the Report of the Comptroller and Auditor General thereon.

(*PRESENTED PURSUANT TO ACT* 52 & 53 *Vict. c.* 31, *s.* 1.)

Ordered, by The House of Commons, *to be Printed*,
20 *March* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, East Harding Street, Fleet Street, E.C.,
and 32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

166.

GENERAL ABSTRACT

OF THE

COST OF PROVISIONS, VICTUALLING STORES

AND

SEAMEN'S CLOTHING

(*HAIR BEDS*),

AT

HER MAJESTY'S HOME AND MALTA VICTUALLING YARDS,

For the Year 1893-94.

(1*st April* 1893 *to* 31*st March* 1894, *both inclusive.*)

GENERAL ABSTRACT of the Cost of Provisions, Victualling Stores, and and Malta Yard,

VICTUALLING YARDS.	DEBTOR. MATERIALS. Raw.	Small Stores.	Labour.	Special Supervision.	Total, No. 1.	Indirect Charges.	Total, No. 2.	
DEPTFORD:	£.	£.	£.	£.	£.	£.	£.	
Provisions	*48,003	2,488	1,208	167	51,866	971	52,837	1
Victualling Stores	15,980	436	2,776	121	19,313	1,438	20,751	2
Seamen's Clothing (Hair Beds)	444	107	26	- -	577	9	586	3
Total Deptford £.	64,427	3,031	4,010	288	71,756	2,418	74,174	4
GOSPORT:								
Provisions	†9,009	265	511	148	9,933	554	10,487	5
Victualling Stores	2,595	41	818	76	3,530	279	3,809	6
Seamen's Clothing (Hair Beds)	2,093	501	161	- -	2,755	50	2,805	7
Total Gosport £.	13,697	807	1,490	224	16,218	883	17,101	8
PLYMOUTH:								
Provisions	†4,517	126	220	46	4,909	282	5,191	9
Victualling Stores	1,066	13	388	48	1,515	105	1,620	10
Seamen's Clothing (Hair Beds)	1,036	249	70	- -	1,355	18	1,373	11
Total Plymouth £.	6,619	388	678	94	7,779	405	8,184	12
Total—Three Home Yards £.	84,743	4,226	6,178	606	95,753	3,706	99,459	13
MALTA:								
Provisions	7,439	173	506	89	8,207	501	8,708	14
Victualling Stores	451	7	129	35	622	75	697	15
Seamen's Clothing (Hair Beds)	—	—	—	—	—	—	—	16
Total Malta £.	7,890	180	635	124	8,829	576	9,405	17

* This amount includes the values of biscuit meal and mustard flour, viz., 2,303*l.* and 1,410*l.* respectively.
† The values of biscuit meal included in these amounts are, for Gosport, 2,695*l.*; for Plymouth, 1,304*l.*
‡ This amount includes the values of biscuit meal and mustard flour, viz., 2,377*l.* and 1,399*l.* respectively.
§ The values of biscuit meal included in these amounts are, for Gosport, 2,353*l.*; for Plymouth, 1,061*l.*

SEAMEN'S CLOTHING in HER MAJESTY'S VICTUALLING YARDS at HOME, for the Year 1893–94.

	CREDITOR.				
	VALUE OF PRODUCE.		Value of Offal.	Total, No. 1 (including Offal).	Total, No. 2 (including Offal).
	Cost, No. 1.	Cost, No. 2.			
	£.	£.	£.	£.	£.
1	‡ 51,474	52,445	392	51,866	52,837
2	19,313	20,751	- - -	19,313	20,751
3	577	586	- - -	577	586
4	71,364	73,782	392	71,756	74,174
5	§ 9,234	9,788	699	9,933	10,487
6	3,530	3,809	- - -	3,530	3,809
7	2,755	2,805	- - -	2,755	2,805
8	15,519	16,402	699	16,218	17,101
9	§ 4,603	4,885	306	4,909	5,191
10	1,515	1,620	- - -	1,515	1,620
11	1,355	1,373	- - -	1,355	1,373
12	7,473	7,878	306	7,779	8,184
13	94,356	98,062	1,397	95,753	99,459
14	8,061	8,562	146	8,207	8,708
15	622	697	- - -	622	697
16	—	—	—	—	—
17	8,683	9,259	146	8,829	9,405

Admiralty, 14 January 1895.

H. R. YORKE,
Director of Victualling.

STATEMENT showing the Average PRODUCTION of PROVISIONS from **100 Lbs.** of WHEAT, INCURRED in the MANUFACTURE of **100 Lbs.**

	DEPTFORD (Royal Victoria Yard).										
	Flour.		Biscuit.	Oatmeal.	Beef.	Coffee.	Chocolate.		Pepper.	Mustard.	
	Kiln Dried.	Raw.					Ordinary.	Soluble.			
	AVERAGE PRODUCTION of Provisions										
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	
Produce	76·88	79·82	79·35	62·30	–	–	84·96	87·60	98·30	76·57	1
Offal:											
Middlings, Fine	2·09	2·16	–	–	–	–	–	–	–	–	2
„ Coarse	6·66	6·80	–	–	–	–	–	–	–	–	3
Pollard	3·09	2·89	1·23	–	–	–	–	–	–	–	4
Bran	3·42	5·08	6·31	–	–	–	–	–	–	–	5
Proportion of mill sweepings	·32	·34	·28	–	–	–	–	–	–	–	6
Bakehouse and drying-loft sweepings.	–	–	·05	–	–	–	–	–	–	–	7
Sids	–	–	–	1·30	–	–	–	–	–	–	8
Husks	–	–	–	19·99	–	–	–	–	–	–	9
Dust, &c.	–	–	–	6·68	–	–	–	–	–	18·25	10
Cocoa shell	–	–	–	–	–	–	8·60	6·32	–	–	11
Scraps, cuttings, &c.	–	–	–	–	–	–	–	–	–	–	12
Loss:											
In Granary, from shrinkage	1·00	·92	2·65	·30	–	–	–	–	–	–	13
„ Drying	4·81	–	1·40	9·24	–	–	–	–	–	4·33	14
„ Crushing, grinding, &c.	1·73	1·99	1·52	·19	–	–	–	–	1·70	·80	15
„ Manufacture	–	–	7·21	–	–	–	6·44	6·08	–	·05	16
„ Salting	–	–	–	–	–	–	–	–	–	–	17
TOTAL	100·00	100·00	100·00	100·00	–	–	100·00	100·00	100·00	100·00	18
	AVERAGE Detailed EXPENSES of										
Direct Charges:	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Cost of Materials	7 8·82	7 3·54	8 8·46	11 8·33	–	–	61 3·08	54 5·95	24 10·63	58 4·61	19
„ Small Stores, &c.	– 1·05	– 1·59	– 2·83	– ·76	–	–	2 7·48	3 3·20	7 11·10	7 11·06	20
„ Fuel	– 2·48	– 2·38	– 3·41	– 4·80	–	–	– 3·39	– 5·00	– 1·53	– 3·39	21
„ Labour	– 3·86	– 3·56	– 10·69	1 2·00	–	–	– 10·40	1 2·56	– 4·50	– 11·41	22
„ Special supervision	– ·50	– ·51	– 2·04	– 1.84	–	–	– 1·26	– 1·85	– ·74	1 2·42	23
Total Cost, No. 1	8 4·71	7 11·58	10 3·43	13 5·73	–	–	65 1·61	59 6.56	33 4·50	68 8·89	24
Indirect Charges:											
Cost of General Supervision	– 1·58	– 1·48	– 5·55	– 5·75	–	–	– 4·23	– 5·94	– 1·90	3 11·11	25
„ Repairs to Plant, &c.	– 4·54	– 4·54	– 8·22	– 6·17	–	–	– 3·33	– 3·32	– 8·80	– 8·87	26
Total Cost, No. 2 (Cost per 100 lbs.)	8 10·83	8 5·60	11 5·20	14 5·65	–	–	65 9·17	60 3·82	34 3·20	73 4·87	27

Note.—The only causes that can be assigned for the differences in the percentages of Offal and Losses in Manufacture at the three Home Yards are :—(*a*) Different qualities of Materials. (*b*) Difference in Climate. (*c*) Difference in Kilns. (*d*) Difference in Machinery.

OATS, &c; the Proportion of Offal and Loss therefrom, and the Average Detailed EXPENSES of PROVISIONS, during the Year 1893–94.

	GOSPORT (Royal Clarence Yard).				PLYMOUTH (Royal William Yard).					MALTA.		
	Flour.		Biscuit.	Suet.	Flour.		Biscuit.	Oatmeal.	Suet.	Flour.		Biscuit.
	Kiln Dried.	Raw.			Kiln Dried.	Raw.				Kiln Dried.	Raw.	
	from 100 Lbs. of WHEAT, OATS, &c.											
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1	78·96	77·61	76·18	100·00	79·39	81·26	81·08	63·03	100·00	–	84·35	82·02
2	5·43	6·90	–	–	·89	·66	–	–	–	–	2·94	–
3	3·56	4·37	–	–	6·13	7·49	–	–	–	–	2·79	–
4	1·70	1·54	5·62	–	3·77	3·43	3·74	–	–	–	3·72	3·89
5	6·19	6·84	7·62	–	6·96	6·16	7·14	–	–	–	5·63	6·00
6	·14	·13	·17	–	·40	·35	·34	–	–	–	·53	·62
7	–	–	·09	–	–	–	·20	–	–	–	–	·41
8	–	–	–	–	–	–	–	2·79	–	–	–	–
9	–	–	–	–	–	–	–	16·71	–	–	–	–
10	–	–	–	–	–	–	–	6·56	–	–	–	–
11	–	–	–	–	–	–	–	–	–	–	–	–
12	–	–	–	–	–	–	–	–	–	–	–	–
13	·73	1·31	1·08	–	·06	·03	–	·60	–	–	–	–
14	1·90	–	·32	–	2·03	–	·76	10·31	–	–	–	1·10
15	1·39	1·30	1·15	–	·37	·62	·42	–	–	–	·04	–
16	–	–	7·77	–	–	–	6·32	–	–	–	–	5·96
17	–	–	–	–	–	–	–	–	–	–	–	–
18	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	–	100·00	100·00
	MANUFACTURING 100 Lbs. of PROVISIONS.											
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
19	7 3·78	7 2·49	9 0·01	52 4·30	7 3·08	7 0·33	8 3·68	11 2·76	51 0·38	–	10 0·17	11 6·38
20	– ·24	– ·22	– ·68	–	– 0·56	– ·43	– ·43	–	–	–	– ·14	– 1·34
21	– 2·79	– 2·22	– 3·91	–	– 1·68	– 1·14	– 4·86	– 5·14	–	–	– 1·55	– 3·35
22	– 5·34	– 3·93	– 10·48	– 8·57	– 4·23	– 2·16	– 9·27	1 4·06	1 1·34	–	– 4·85	– 7·40
23	– 1·71	– 1·31	– 2·68	–	– 1·06	– ·53	– 1·73	– 3·86	–	–	– ·84	– 1·32
24	8 1·86	7 10·17	10 5·76	53 0·87	7 10·61	7 4·59	9 7·97	13 3·82	52 1·72	–	10 7·55	12 7·79
25	– 2·19	– 1·63	– 5·68	– 2·67	– 1·28	– ·65	– 3·21	– 4·82	– 3·24	–	– 2·59	– 5·26
26	– 4·08	– 4·08	– 7·93	–	– 4·64	– 1·62	1 0·52	– 4·64	–	–	–	3 6·11
27	8 8·13	8 3·88	11 7·37	53 3·54	8 4·53	7 6·86	10 11·70	14 1·28	52 4·96	–	10 10·14	16 7·16

The higher percentages for Labour, Special Supervision, and Indirect Charges are apparently due to the quantities manufactured; the higher percentages, as a rule, existing where the quantities manufactured are smaller than at the other Yards. This, however, will be largely modified by local circumstances, which may vary from time to time.

BALANCE SHEETS

SHOWING THE

COST OF MANUFACTURING, PROVISIONS, CASKS, &c.,

AT

HER MAJESTY'S HOME AND MALTA VICTUALLING YARDS,

During the Year 1893-94.

(*1st April* 1893 *to* 31*st March* 1894, *both inclusive.*)

Dr.

PROVISIONS.

EXPENDITURE INCURRED.

	DEPTFORD (Royal Victoria Yard).		GOSPORT (Royal Clarence Yard).		PLYMOUTH (Royal William Yard).		TOTAL.		MALTA.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
FLOUR.	*Lbs.*	£.	*Lbs.*	£.	*Lbs.*	£.	*Lbs.*	£.	*Lbs.*	£.
To Materials, Wheat	330,280	1,076	1,132,295	3,673	560,980	1,823	2,023,555	6,572	638,610	2,835
„ Small Stores, &c.	–	40	–	92	–	33	–	165	–	38
Labour	–	40	–	151	–	52	–	243	–	109
Special supervision	–	5	–	50	–	13	–	68	–	19
Total, No. 1	330,280	1,161	1,132,295	3,966	560,980	1,921	2,023,555	7,048	638,610	3,001
Indirect Charges	–	65	–	213	–	63	–	341	–	58
Total, No. 2	330,280	1,226	1,132,295	4,179	560,980	1,984	2,023,555	7,389	638,610	3,059
BISCUIT.										
To Materials, Wheat	688,100	2,368	695,550	2,374	320,692	1,093	1,704,342	5,835	61,644	290
„ Small Stores, &c.	–	194	–	173	–	86	–	453	–	13
„ Biscuit Meal, &c.	586,880	2,303	663,040	2,695	341,880	1,304	1,591,800	6,302	55,164	292
Labour	–	286	–	356	–	145	–	787	–	21
Special supervision	–	52	–	98	–	28	–	178	–	4
Total, No. 1	1,274,980	5,203	1,358,590	5,696	662,572	2,656	3,296,142	13,555	116,808	620
Indirect Charges	–	303	–	340	–	206	–	849	–	100
Total, No. 2	1,274,980	5,506	1,358,590	6,036	662,572	2,862	3,296,142	14,404	116,808	720
OATMEAL.										
To Materials, Oats	253,176	951	–	–	50,274	189	303,450	1,140	–	–
„ Small Stores, &c.	–	37	–	–	–	7	–	44	–	–
Labour	–	92	–	–	–	21	–	113	–	–
Special supervision	–	12	–	–	–	5	–	17	–	–
Total, No. 1	253,176	1,092	–	–	50,274	222	303,450	1,314	–	–
Indirect Charges	–	78	–	–	–	12	–	90	–	–
Total, No. 2	253,176	1,170	–	–	50,274	234	303,450	1,404	–	–
SUET.										
To Materials, Fresh Suet and Salt	–	–	10,192	267	4,233	108	14,425	375	–	–
Labour	–	–	–	4	–	2	–	6	–	–
Total, No. 1	–	–	10,192	271	4,233	110	14,425	381	–	–
Indirect Charges	–	–	–	1	–	1	–	2	–	–
Total, No. 2	–	–	10,192	272	4,233	111	14,425	383	–	–
SOFT BREAD.										
To Materials, Flour, &c.	–	–	–	–	–	–	–	–	793,957	4,022
„ Small Stores, &c.	–	–	–	–	–	–	–	–	–	122
Gain in Manufacture	–	–	–	–	–	–	–	–	243,292	–
Labour	–	–	–	–	–	–	–	–	–	376
Special Supervision	–	–	–	–	–	–	–	–	–	66
Total, No. 1	–	–	–	–	–	–	–	–	1,037,249	4,586
Indirect Charges	–	–	–	–	–	–	–	–	–	343
Total, No. 2	–	–	–	–	–	–	–	–	1,037,249	4,929

PROVISIONS. *Cr.*

PRODUCTION.

	DEPTFORD (Royal Victoria Yard).					GOSPORT (Royal Clarence Yard).					PLYMOUTH (Royal William Yard).					TOTAL.					MALTA.				
	Quantity.	Cost, No. 1. Rate per 100 lbs.	Cost, No. 1. Value.	Cost, No. 2. Rate per 100 lbs.	Cost, No. 2. Value.	Quantity.	Cost, No. 1. Rate per 100 lbs.	Cost, No. 1. Value.	Cost, No. 2. Rate per 100 lbs.	Cost, No. 2. Value.	Quantity.	Cost, No. 1. Rate per 100 lbs.	Cost, No. 1. Value.	Cost, No. 2. Rate per 100 lbs.	Cost, No. 2. Value.	Quantity.	Cost, No. 1. Rate per 100 lbs.	Cost, No. 1. Value.	Cost, No. 2. Rate per 100 lbs.	Cost, No. 2. Value.	Quantity.	Cost, No. 1. Rate per 100 lbs.	Cost, No. 1. Value.	Cost, No. 2. Rate per 100 lbs.	Cost, No. 2. Value.
FLOUR.	*Lbs.*	*s. d.*	*£.*	*s. d.*	*£.*	*Lbs.*	*s. d.*	*£.*	*s. d.*	*£.*	*Lbs.*	*s. d.*	*£.*	*s. d.*	*£.*	*Lbs.*	*s. d.*	*£.*	*s. d.*	*£.*	*Lbs.*	*s. d.*	*£.*	*s. d.*	*£.*
Flour, kiln-dried	142,000	8 4·71	596	8 10·83	632	116,370	8 1·86	474	8 8·13	505	134,670	7 10·61	531	8 4·50	564	393,040	8 1·76	1,601	8 7·86	1,701	–	–	–	–	–
,, Raw	116,200	7 11·58	463	8 5·60	492	764,400	7 10·17	2,999	8 3·88	3,181	318,000	7 4·59	1,174	7 6·86	1,204	1,198,600	7 8·82	4,636	8 1·65	4,877	538,706	10 7·55	2,863	10 10·14	2,921
Offal	53,920	–	102	–	102	219,925	–	493	–	493	101,580	–	216	–	216	375,425	–	811	–	811	99,645	–	138	–	138
Loss	18,160	–	–	–	–	31,600	–	–	–	–	6,730	–	–	–	–	56,490	–	–	–	–	259	–	–	–	–
TOTAL	330,280	–	1,161	–	1,226	1,132,295	–	3,966	–	4,179	560,980	–	1,921	–	1,984	2,023,555	–	7,048	–	7,389	638,610	–	3,001	–	3,059
BISCUIT.																									
Biscuit	529,150	10 3·43	2,722	11 5·20	3,025	598,710	10 5·76	3,137	11 7·37	3,477	313,700	9 7·97	1,516	10 11·70	1,722	1,441,560	10 2·78	7,375	11 4·91	8,224	50,560	12 7·79	320	16 7·16	420
Biscuit Meal	605,640	7 10·19	2,377	7 10·19	2,377	586,740	8 0·26	2,353	8 0·26	2,353	283,360	7 5·91	1,061	7 5·91	1,061	1,475,740	7 10·17	5,791	7 10·17	5,791	55,164	10 7·19	292	10 7·19	292
Offal	54,100	–	104	–	104	94,080	–	206	–	206	36,748	–	79	–	79	184,928	–	389	–	389	6,735	–	8	–	8
Loss	86,090	–	–	–	–	79,060	–	–	–	–	28,764	–	–	–	–	193,914	–	–	–	–	4,349	–	–	–	–
TOTAL	1,274,980	–	5,203	–	5,506	1,358,590	–	5,696	–	6,036	662,572	–	2,656	–	2,862	3,296,142	–	13,555	–	14,404	116,808	–	620	–	720
OATMEAL.																									
Oatmeal	157,738	13 5·73	1,063	14 5·65	1,141	–	–	–	–	–	31,690	13 3·82	211	14 1·28	223	189,428	13 5·41	1,274	14 4·81	1,364	–	–	–	–	–
Offal	70,800	–	29	–	29	–	–	–	–	–	13,100	–	11	–	11	83,900	–	40	–	40	–	–	–	–	–
Loss	24,638	–	–	–	–	–	–	–	–	–	5,484	–	–	–	–	30,122	–	–	–	–	–	–	–	–	–
TOTAL	253,176	–	1,092	–	1,170	–	–	–	–	–	50,274	–	222	–	234	303,450	–	1,314	–	1,404	–	–	–	–	–
SUET.																									
Melted Suet	–	–	–	–	–	10,192	53 0·87	271	53 3·54	272	4,233	52 1·72	110	52 4·96	111	14,425	52 9·89	381	53 1·22	383	–	–	–	–	–
TOTAL	–	–	–	–	–	10,192	–	271	–	272	4,233	–	110	–	111	14,425	–	381	–	383	–	–	–	–	–
SOFT BREAD.																									
Soft Bread	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,037,249	8 10·1	4,586	9 6·03	4,929
TOTAL	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1,037,249	–	4,586	–	4,929

PROVISIONS—*continued.*

Dr. **DEPTFORD** (Royal Victoria Yard). *Cr.*

EXPENDITURE INCURRED.			PRODUCTION.						
					Cost, No. 1.		Cost, No. 2.	
	Quantity.	Value.		Quantity.	Rate per 100 lbs.	Value.	Rate per 100 lbs.	Value.
BEEF.	*Lbs.*	£.	**BEEF.**	*Lbs.*	*s. d.*	£.	*s. d.*	£.
To Materials, Fresh Beef and Salt	–	–	By Salted Beef	–	–	–	–	
„ Small Stores, &c.	–	–	Offal	–	–	–	–	–
Labour	–	–	Loss	–	–	–	–	–
Total, No. 1	–	–						
Indirect Charges	–	–						
Total, No. 2	–	–	TOTAL	–	–	–	–	–
COFFEE.			**COFFEE.**					
To Materials, Roasted Coffee	–	–	By Ground Coffee	–	–	–	–	–
„ Small Stores, &c.	–	–	Loss	–	–	–		–
Labour	–	–						
Special supervision	–	–						
Total, No. 1	–	–						
Indirect Charges	–	–						
Total, No. 2	–	–	TOTAL	–	–	–	–	–
CHOCOLATE.			**CHOCOLATE.**					
To Materials, Cocoa	1,179,438	35,516	By Chocolate, ordinary	1,207,225	65 1·61	39,316	65 9·17	39,696
„ Sugar	241,445	1,573	Offal	122,188	–	114	–	114
„ Small Stores, &c.	–	1,754	Loss	91,470	–	–	–	–
Labour	–	523						
Special supervision	–	64						
Total, No. 1	1,420,883	39,430						
Indirect Charges	–	380						
Total, No. 2	1,420,883	39,810	TOTAL	1,420,883	–	39,430	–	39,810
SOLUBLE CHOCOLATE.			**SOLUBLE CHOCOLATE.**					
To Materials, Cocoa	35,041	1,053	By Chocolate, soluble	47,425	59 6·56	1,412	60 3·82	1,431
Refined Sugar	19,095	242	Offal	3,420	–	3	–	3
„ Small Stores, &c.	–	87	Loss	3,291	–	–	–	–
Labour	–	29						
Special supervision	–	4						
Total, No. 1	54,136	1,415						
Indirect Charges	–	19						
Total, No. 2	54,136	1,434	TOTAL	54,136	–	1,415		1,434

PROVISIONS—*continued.*

Dr. **DEPTFORD** (Royal Victoria Yard)—*continued.* *Cr.*

EXPENDITURE INCURRED.

	Quantity.	Value.
PEPPER.	*Lbs.*	£.
To Materials, Whole Pepper	28,423	348
„ Small Stores, &c.	–	112
Gain in Store	–	–
Labour	–	5
Special supervision	–	1
Total, No. 1	28,423	466
Indirect Charges	–	13
Total, No. 2	28,423	479
MUSTARD.		
To Materials, Mustard Seed, &c.	81,366	1,163
„ „ Flours, &c.	48,345	1,410
Small Stores, &c.	–	264
Gain in Store	39	–
Labour	–	233
Special supervision	–	29
Total, No. 1	129,750	3,099
Indirect Charges	–	113
Total, No. 2	129,750	3,212

PRODUCTION.

	Quantity.	Cost, No. 1. Rate per 100 lbs.	Cost, No. 1. Value.	Cost, No. 2. Rate per 100 lbs.	Cost, No. 2. Value.
PEPPER.	*Lbs.*	*s. d.*	£.	*s. d.*	£.
By Ground Pepper	27,940	33 4·50	466	34 3·20	479
Loss	483	–	–	–	–
TOTAL	28,423	–	466	–	479
MUSTARD.					
By Mustard	48,310	68 8·89	1,660	73 4·87	1,773
„ Flours	48,120	–	1,399	–	1,399
Offal	29,055	–	40	–	40
Loss	4,265	–	–	–	–
TOTAL	129,750	–	3,099	–	3,212

TOTAL PROVISIONS.	DEPTFORD. £.	DEPTFORD. £.	GOSPORT. £.	GOSPORT. £.	PLYMOUTH. £.	PLYMOUTH. £.	MALTA. £.	MALTA. £.
Materials	48,003	–	9,009	–	4,517	–	7,439	–
Small Stores, &c.	2,488	–	265	–	126	–	173	–
Labour	1,208	–	511	–	220	–	506	–
Special supervision	167	–	148	–	46	–	89	–
Total, No. 1 £.	51,866	–	9,933	–	4,909	–	8,207	–
Indirect Charges	971	–	554	–	282	–	501	–
Total, No. 2 £.	52,837	–	10,487	–	5,191	–	8,708	–

TOTAL PROVISIONS.	DEPTFORD. £.	DEPTFORD. £.	GOSPORT. £.	GOSPORT. £.	PLYMOUTH. £.	PLYMOUTH. £.	MALTA. £.	MALTA. £.
Produce	† 51,474	† 52,445	† 9,234	† 9,788	† 4,603	† 4,885	8,061	8,562
Offal	392	392	699	699	306	306	146	146
Total Cost, No. 1 £.	51,866	–	9,933	–	4,909	–	8,207	–
Total Cost, No. 2 £.	–	52,837	–	10,487	–	5,191	–	8,708

* These amounts include the Values at Deptford of Biscuit Meal 2,303*l.*, and Mustard Flours 1,410*l.*, and at Gosport and Plymouth of Biscuit Meal 2,695*l.* and 1,304*l.* respectively.
† These amounts include the Values at Deptford of Biscuit Meal 2,377*l.*, and Mustard Flours 1,399*l.*, and at Gosport and Plymouth of Biscuit Meal 2,353*l.*, and 1,061*l.* respectively.

Dr.

EXPENDITURE INCURRED.

	DEPTFORD (Royal Victoria Yard).	GOSPORT (Royal Clarence Yard).	PLYMOUTH (Royal William Yard).	TOTAL.	MALTA.
RAW STAVES SAWN INTO SCANTLING.					
To Materials : *No.*	£.	£.	£.	£.	£.
Baltic staves	5,330	—	—	5,330	—
Canada „	1,570	—	—	1,570	—
Incidental Expenses :					
Small stores	177	—	—	177	—
Labour	46	—	—	46	—
Labour	379	—	—	379	—
Special supervision	21	—	—	21	—
Total, No. 1 £.	7,523	—	—	7,523	—
Indirect Charges	269	—	—	269	—
Total, No. 2 £.	7,792	—	—	7,792	—
CASKS AND COOPERAGE ARTICLES.					
To Materials, Scantling, &c.	9,080	2,595	1,066	12,741	451
Incidental Expenses :					
Small stores	259	41	13	313	7
Labour	259	102	80	441	—
Labour	2,092	716	308	3,116	129
Special supervision	100	76	48	224	35
Total, No. 1 £.	11,790	3,530	1,515	16,835	622
Indirect Charges	1,169	279	105	1,553	75
Total, No. 2 £.	12,959	3,809	1,620	18,388	697
TOTAL VICTUALLING STORES:					
Materials	15,980	2,595	1,066	19,641	451
Small Stores	436	41	13	490	7
Labour	2,776	818	388	3,982	129
Special supervision	121	76	48	245	35
Total, No. 1 £.	19,313	3,530	1,515	24,358	622
Indirect charges	1,438	279	105	1,822	75
Total. No. 2 £.	20,751	3,809	1,620	26,180	697

Cr.

PRODUCTION.

	DEPTFORD (Royal Victoria Yard).					GOSPORT (Royal Clarence Yard).					PLYMOUTH (Royal William Yard).					TOTAL.					MALTA.				
	Quantity.	Cost, No. 1.		Cost, No. 2.		Quantity.	Cost, No. 1.		Cost, No. 2.		Quantity.	Cost, No. 1.		Cost, No. 2.		Quantity.	Cost, No. 1.		Cost, No. 2.		Quantity.	Cost, No. 1.		Cost, No. 2.	
		Rate per 100 feet.	Value.	Rate per 100 feet.	Value.		Rate Each.	Value.	Rate Each.	Value.		Rate Each.	Value.	Rate Each.	Value.		Rate per 100 feet.	Value.	Rate per 100 feet.	Value.		Rate Each.	Value.	Rate Each.	Value.
RAW STAVES SAWN INTO SCANTLING.																									
By Scantling:																									
Baltic:	*Feet.*	*s. d.*	£.	*s. d.*	£.	*Feet.*	*s. d.*	£.	*s. d.*	£.	*Feet.*	*s. d.*	£.	*s. d.*	£.	*Feet.*	*s. d.*	£.	*s. d.*	£.	*Feet.*	*s. d.*	£.	*s. d.*	£.
1 inch thick and upwards	70,228	20 3	712	21 –	737	–	–	–	–	–	–	–	–	–	–	70,228	20 3	712	21 –	737	–	–	–	–	–
¾ „ „ „ under 1 inch	643,484	14 7	4,704	15 1	4,873	–	–	–	–	–	–	–	–	–	–	643,484	14 7	4,704	15 1	4,873	–	–	–	–	–
½ „ „ „ „ ¾ „	48,053	13 11	334	14 4	346	–	–	–	–	–	–	–	–	–	–	48,053	13 11	334	14 4	346	–	–	–	–	–
Canada:																									
1 inch thick and upwards	83,959	12 5	522	12 10	540	–	–	–	–	–	–	–	–	–	–	83,959	12 5	522	12 10	540	–	–	–	–	–
¾ „ „ „ under 1 inch	19,041	11 1	105	11 5	109	–	–	–	–	–	–	–	–	–	–	19,041	11 1	105	11 5	109	–	–	–	–	–
½ „ „ „ „ ¾ „	263,040	8 8	1,146	9 –	1,187	–	–	–	–	–	–	–	–	–	–	263,040	8 8	1,146	9 –	1,187	–	–	–	–	–
TOTAL £.	1,127,805	–	7,523	–	7,792	–	–	–	–	–	–	–	–	–	–	1,127,805	–	7,523	–	7,792	–	–	–	–	–
CASKS AND COOPERAGE ARTICLES.																									
By Tight Casks:	*No.*	*Rate each.*		*Rate each.*		*No.*					*No.*					*No.*	*Rate each.*		*Rate each.*		*No.*				
Barrels, for dry goods	162	13 –	105	13 10	112	716	12 4	441	12 11	463	274	12 3	168	12 10	176	1,152	12 5	714	13 –	751	–	–	–	–	–
„ „ Liquids	2,399	14 2	1,696	15 8	1,881	48	13 11	33	14 11	36	–	–	–	–	–	2,447	14 2	1,729	15 8	1,917	–	–	–	–	–
Puncheons, Bread	–	–	–	–	–	80	21 8	87	22 9	91	2	16 7	2	17 5	2	82	21 8	89	22 8	93	–	–	–	–	–
Half-hogsheads, for dry goods	5,487	10 7	2,890	11 7	3,179	501	9 8	241	10 2	254	117	9 5	55	9 11	58	6,105	10 5	3,186	11 5	3,491	–	–	–	–	–
„ „ Liquids	2,966	11 –	1,627	12 1	1,798	114	10 8	61	11 6	65	6	10 4	3	10 10	3	3,086	11 –	1,691	12 1	1,866	–	–	–	–	–
Hogsheads, for dry goods	435	16 6	359	18 –	391	53	15 3	40	16 1	43	49	14 –	34	14 8	36	537	16 2	433	17 6	470	–	–	–	–	–
„ „ Liquids	–	–	–	–	–	–	–	–	–	–	8	15 3	6	15 10	6	8	15 3	6	15 10	6	–	–	–	–	–
Kilderkins, for dry goods	2,759	8 9	1,204	9 7	1,326	–	–	–	–	–	–	–	–	–	–	2,759	8 9	1,204	9 7	1,326	–	–	–	–	–
„ „ Liquids	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12	11 7	7	12 9	8
Puncheons, for dry goods	–	–	–	–	–	172	18 4	158	19 4	166	72	15 3	55	16 1	58	244	17 6	213	18 4	224	–	–	–	–	–
„ „ Liquids	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Small casks	8,594	–	2,614	–	2,833	708	–	204	–	218	372	–	108	–	112	9,674	–	2,926	–	3,163	899	–	337	–	371
By Dry Casks:																									
Barrels	217	8 7	93	9 3	100	1,743	7 10	681	8 5	729	648	8 3	268	8 9	284	2,608	8 –	1,042	8 6	1,113	–	–	–	–	–
Half-hogsheads	755	7 1	266	7 7	287	1,461	6 2	449	6 7	481	474	7 1	169	7 7	179	2,690	6 7	884	7 –	947	–	–	–	–	–
Kilderkins	159	6 0	48	6 6	52	91	4 11	22	5 3	24	–	–	–	–	–	250	5 7	70	6 1	76	–	–	–	–	–
Runlets	249	4 5	55	4 9	59	–	–	–	–	–	449	4 4	96	4 7	102	698	4 4	151	4 7	161	–	–	–	–	–
Small casks	110	3 5	18	3 8	20	–	–	–	–	–	37	3 8	7	3 10	7	147	3 5	25	3 8	27	–	–	–	–	–
Other cooperage articles	3,480	–	815	–	921	4,135	–	1,113	–	1,239	2,609	–	544	–	597	10,224	–	2,472	–	2,757	871	–	278	–	318
TOTAL £.	27,772	–	11,790	–	12,959	9,822	–	3,530	–	3,809	5,117	–	1,515	–	1,620	42,711	–	16,835	–	18,388	1,782	–	622	–	697
TOTAL VICTUALLING STORES:																									
Scantling produced	–	–	7,523	–	7,792	–	–	–	–	–	–	–	–	–	–	–	–	7,523	–	7,792	–	–	–	–	–
Casks and cooperage articles produced	–	–	11,790	–	12,959	–	–	3,530	–	3,809	–	–	1,515	–	1,620	–	–	16,835	–	18,388	–	–	622	–	697
Total Cost, No. 1 £.	–	–	19,313	–	–	–	–	3,530	–	–	–	–	1,515	–	–	–	–	24,358	–	–	–	–	622	–	–
Total Cost, No. 2 £.	–	–	–	–	20,751	–	–	–	–	3,809	–	–	–	–	1,620	–	–	–	–	26,180	–	–	–	–	697

Dr **SEAMEN'S CLOTHING.** *Cr.*

EXPENDITURE INCURRED.

	DEPTFORD (Royal Victoria Yard).		GOSPORT (Royal Clarence Yard).		PLYMOUTH (Royal William Yard).		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
HAIR BEDS.	*Lbs.*	£.	*Lbs.*	£.	*Lbs.*	£.	*Lbs.*	£.
To Materials, Hair for Beds -	10,150	444	47,836	2,093	23,689	1,036	81,675	3,573
	No.		*No.*		*No.*		*No.*	
,, Bed cases, &c. -	1,400	107	6,598	501	3,226	249	11,224	857
Labour - - - - -	–	26	–	161	–	70	–	257
Total, No. 1 - - -	–	577	–	2,755	–	1,355	–	4,687
Indirect Charges - -	–	9	–	50	–	18	–	77
Total, No. 2 - - -	–	586	–	2,805	–	1,373	–	4,764

PRODUCTION.

	DEPTFORD (Royal Victoria Yard).		GOSPORT (Royal Clarence Yard).		PLYMOUTH (Royal William Yard).		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
HAIR BEDS.	*No.*	£.	*No.*	£.	*No.*	£.	*No.*	£.
By Beds, Hair :								
Cost, No. 1 - - -	1,400	577	6,598	2,755	3,226	1,355	11,224	4,687
		s. d.		*s. d.*		*s. d.*		*s. d.*
Rate each - -	–	*8 2·87*	–	*8 4·19*	–	*8 4·84*	–	*8 4·22*
		£.		£.		£.		£.
Cost, No. 2 - - -	1,400	586	6,598	2,805	3,226	1,373	11,224	4,764
		s. d.		*s. d.*		*s. d.*		*s. d.*
Rate each - -	–	*8 4·47*	–	*8 6·01*	–	*8 6·11*	–	*8 5·86*

Appendix C.

STATEMENT

SHOWING THE

AVERAGE QUANTITIES OF KILN DRIED AND RAW FLOUR,

BISCUIT AND OFFAL,

PRODUCED FROM 100 LBS. OF WHEAT;

ALSO,

QUANTITIES OF OATMEAL, &c., PRODUCED FROM 100 LBS. OF OATS,

During the Years 1889-90 to 1893-94.

Appendix C.

STATEMENT showing the Average Production of Kiln Dried Flour, from 100 lbs. Expenses incurred in the Manufacture of 100 lbs.

	ROYAL VICTORIA YARD, DEPTFORD.					ROYAL CLARENCE		
	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	
	Average Production of Kiln							
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	
Flour	76·88	75·53	75·41	76·53	76·68	78·96	74·75	1
Offal:								
Fine middlings	2·09	2·14	2·51	2·16	2·76	5·43	5·58	2
Coarse ,,	6·66	7·32	7·41	7·36	6·32	3·56	3·93	3
Pollard	3·09	2·99	2·89	2·90	3·50	1·70	·84	4
Bran	3·42	4·36	5·78	4·91	5·11	6·19	5·49	5
Mill sweepings	·32	·26	·32	·31	·28	·14	·08	6
Loss:								
In granary, from shrinkage	1·00	1·33	·85	·49	·64	·73	2·42	7
In kiln drying	4·81	4·15	3·63	3·96	3·04	1·90	5·32	8
In grinding and dressing	1·73	1·92	1·20	1·38	1·67	1·39	1·59	9
	Average Detailed Expense of							
Direct Charges:	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Cost of materials per 100 lbs.	7 8·82	9 11·69	9 4·75	8 11·19	8 10·71	7 3·78	10 1·85	10
,, Small stores, &c. ,,	– 1·05	– 4·72	– 1·49	– 2·13	– 1·05	– ·24	– ·28	11
,, Fuel ,,	– 2·48	– 2·98	– 3·17	– 2·01	– 1·62	– 2·79	– 3·18	12
,, Labour ,,	– 3·86	– 4·53	– 3·64	– 6·22	– 4·75	– 5·34	– 3·76	13
,, Special supervision ,,	– ·50	– ·58	– ·68	– 1·52	– 2·19	– 1·71	– 1·21	14
Total	8 4·71	11 0·50	10 1·73	9 11·07	9 8·32	8 1·86	10 10·28	15
Indirect Charges:								
Cost of general supervision per 100 lbs.	– 1·58	– 1·85	– 1·55	– 2·33	– 1·90	– 2·19	– 1·66	16
,, Repairs of machinery ,,	– 4·54	– 7·91	– 9·00	– 11·10	– 8·36	– 4·08	– 4·55	17
Total Cost per 100 lbs.	8 10·83	11 10·26	11 0·28	11 0·50	10 6·58	8 8·13	11 4·49	18

Note.—The only causes that can be assigned for the differences in the percentages of Offal and Losses in Manufacture at the three Home Yards are:—(*a*) Different qualities of Materials. (*b*) Difference in Climate. (*c*) Difference in Kilns. (*d*) Difference in Machinery.

Appendix C.

of Wheat; also the Proportion of Offal and Loss therefrom; and the Average Detailed of Flour, during the Years 1889-90 to 1893–94.

	YARD, GOSPORT.			ROYAL WILLIAM YARD, PLYMOUTH.					MALTA.				
	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.
Dried Flour, from 100 lbs. of Wheat.													
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1	76·10	78·10	77·49	79·39	77·13	80·69	80·20	78·87	–	–	–	–	–
2	5·84	5·30	5·42	·89	·87	1·02	·91	·52	–	–	–	–	–
3	4·59	4·33	2·80	6·13	7·41	6·68	6·86	7·25	–	–	–	–	–
4	·53	1·15	1·69	3·77	3·63	3·04	3·10	2·86	–	–	–	–	–
5	7·84	7·34	9·39	6·96	5·60	3·74	5·65	6·26	–	–	–	–	–
6	·07	·07	·05	·40	·49	·25	·18	·24	–	–	–	–	–
7	·28	·29	·36	·06	·77	·16	·18	·41	–	–	–	–	–
8	3·84	2·44	1·96	2·03	3·16	3·50	2·42	3·00	–	–	–	–	–
9	·91	·98	·84	·37	·94	·92	·49	·59	–	–	–	–	–
Manufacturing 100 lbs. of Kiln Dried Flour.													
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
10	9 0·14	8 6·01	8 8·78	7 3·08	9 8·03	8 10·86	8 5·73	8 7·34	–	–	–	–	–
11	– ·32	– ·42	– ·63	– ·56	– ·90	– ·52	– ·77	– ·73	–	–	–	–	–
12	– 3·94	– 2·71	– 3·01	– 1·63	– 2·20	– 2·26	– 1·90	– 1·87	–	–	–	–	–
13	– 4·41	– 4·30	– 3·58	– 4·23	– 4·29	– 4·86	– 5·98	– 7·70	–	–	–	–	–
14	– 1·01	– 1·17	– 1·78	– 1·06	– 1·15	– 1·19	– 1·31	– 6·00	–	–	–	–	–
15	9 9·82	9 2·61	9 5·78	7 10·61	10 4·57	9 7·69	9 3·69	9 11·64	–	–	–	–	–
16	– 1·61	– 1·94	– 1·34	– 1·28	– 1·53	– 1·55	– 2·35	– 2·87	–	–	–	–	–
17	– 5·27	– 3·75	– 4·40	– 4·64	– 1·03	– 5·23	1 0·82	– 11·26	–	–	–	–	–
18	10 4·70	9 8·30	9 11·52	8 4·53	10 7·13	10 2·47	10 6·86	11 1·77	–	–	–	–	–

The higher percentages for Labour, Special Supervision, and Indirect Charges are apparently due to the quantities manufactured; the higher percentages, as a rule, existing where the quantities manufactured are smaller than at the other Yards. This, however, will be largely modified by local circumstances, which may vary from time to time.

APPENDIX C.—*continued.*

STATEMENT showing the AVERAGE PRODUCTION of RAW FLOUR, from 100 lbs. of EXPENSES incurred in the Manufacture of 100 lbs. of

	ROYAL VICTORIA YARD, DEPTFORD.					ROYAL CLARENCE		
	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	
	AVERAGE PRODUCTION OF RAW							
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	
RAW FLOUR	79·82	78·58	79·12	78·59	76·98	77·61	78·15	1
Offal:								
Fine middlings	2·16	2·46	3·09	2·97	3·96	6·90	6·78	2
Coarse „	6·80	7·61	7·48	7·73	8·24	4·37	4·13	3
Pollard	2·89	3·29	2·91	2·79	3·45	1·54	·85	4
Bran	5·08	5·48	5·06	5·33	4·88	6·84	7·02	5
Mill sweepings	·34	·32	·38	·37	·32	·13	·15	6
Loss:								
In granary, from shrinkage	·92	·58	·27	·26	·33	1·31	1·30	7
In grinding and dressing	1·99	1·68	1·69	1·96	1·79	1·30	1·62	8
	AVERAGE DETAILED EXPENSE OF							
Direct Charges:	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Cost of materials per 100 lbs.	7 3·54	8 10·77	9 1·05	8 7·65	8 8·88	7 2·49	8 11·77	9
„ Small stores, &c. „	– 1·59	– 1·73	– 1·09	– 1·90	– 1·95	– ·22	– ·31	10
„ Fuel „	– 2·38	– 2·09	– 1·93	– 1·65	– 1·86	– 2·22	– 2·79	11
„ Labour „	– 3·56	– 2·75	– 2·15	– 2·97	– 2·46	– 3·93	– 4·07	12
„ Special supervision „	– ·51	– ·33	– ·40	– ·68	– 1·13	– 1·31	– 1·40	13
TOTAL	7 11·58	9 5·67	9 6·62	9 2·85	9 4·28	7 10·17	9 8·34	14
Indirect Charges:								
Cost of general supervision, per 100 lbs.	– 1·48	– 1 12	– ·91	– 1·10	– ·98	– 1·63	– 1·82	15
„ Repairs of machinery „	– 4·54	– 7·91	– 9·00	– 11·09	– 11·81	– 4·08	– 4·55	16
TOTAL Cost per 100 lbs.	8 5·60	10 2·70	10 4·53	10 3·04	10 5·07	8 3·88	10 2·71	17

Note. The only causes that can be assigned for the differences in the percentages of Offal and Losses in Manufacture at the three Home Yards are: –(*a*) Different qualities of Materials. (*b*) Difference in Climate. (*c*) Difference in Kilns. (*d*) Difference in Machinery.

APPENDIX C.—*continued.*

WHEAT; also the Proportion of OFFAL and LOSS therefrom; and the Average Detailed FLOUR, during the Years 1889–90 to 1893–94.

	YARD, GOSPORT.			ROYAL WILLIAM YARD, PLYMOUTH					MALTA.				
	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.
FLOUR FROM 100 LBS. OF WHEAT.													
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1	77·95	79·43	77·58	81·26	80·87	79·22	81·09	78·95	84·35	83·75	81·14	–	–
2	5·92	5·38	6·23	·66	·83	1·22	·76	1·34	2·94	2·98	–	–	–
3	5·24	4·71	2·84	7·49	7·56	8·57	7·88	8·33	2·79	2·82	5·89	–	–
4	·82	·74	2·24	3·43	3·69	3·81	3·32	3·20	3·72	9·71	11·98	–	–
5	7·23	7·64	8·70	6·16	4·84	4·92	5·85	6·02	5·63				
6	·16	·09	·11	·35	·26	·26	·19	·41	·53	·46	·66	–	–
7	·56	·40	1·13	·03	·76	·86	·21	·72	–	–	–	–	–
8	2·12	1·61	1·17	·62	1·19	1·14	·70	1·03	·04	·28	·33	–	–
MANUFACTURING 100 LBS. OF RAW FLOUR.													
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
9	8 10·93	8 4·45	8 8·58	7 0·33	8 8·19	8 11·07	8 4·09	8 6·61	10 0·17	9 10·11	7 6·35	–	–
10	– ·30	– ·39	– ·51	– ·43	– ·64	– ·85	– ·60	– ·90	– ·14	– 2·24	– 2·91	–	–
11	– 2·76	– 2·14	– 2·13	– 1·14	– 1·30	– 1·83	– 1·33	– 1·37	– 1·55				
12	– 3·79	– 3·68	– 2·95	– 2·16	– 2·12	– 3·68	– 3·94	– 4·35	– 4·85	– 5·19	– 3·84	–	–
13	– ·85	– 1·00	– 1·45	– ·53	– ·55	– ·90	– ·88	– 3·32	– ·84	– ·94	– ·70	–	–
14	9 6·63	8 11·66	9 3·62	7 4·59	9 0·80	9 6·33	8 10·84	9 4·55	10 7·55	10 6·48	8 1·80	–	
15	– 1·38	– 1·66	– 1·11	+ ·65	– ·75	– 1·17	– 1·55	– 1·62	– 2·59	–	–	–	–
16	– 5·14	– 3·25	– 3·51	– 1·62	– 1·03	– 5·32	– 8·98	– 5·95	–	–	–	–	–
17	10 1·15	9 4·57	9 8·24	7 6·86	9 2·58	10 0·82	9 9·37	10 0·12	10 10·14	–	–	–	–

The higher percentages for Labour, Special Supervision, and Indirect Charges are apparently due to the quantities manufactured; the higher percentages, as a rule, existing where the quantities manufactured are smaller than at the other Yards. This, however, will be largely modified by local circumstances, which may vary from time to time.

APPENDIX C.—*continued.*

STATEMENT showing the AVERAGE QUANTITY of BISCUIT, &c., produced from Manufacture of 100 lbs. of BISCUIT,

	ROYAL VICTORIA YARD, DEPTFORD.					ROYAL CLARENCE		
	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1893-94.	1892-93.	
	AVERAGE QUANTITY OF BISCUIT, &c.,							
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	
BISCUIT from 100 lbs. of wheat, &c.	79·35	78·50	79·10	79·43	78·93	76·18	77·35	1
Offal :								
Pollard	1·23	1·57	1·05	1·07	1·70	5·62	4·75	2
Bran	6·31	6·80	6·52	7·23	6·28	7·62	6·73	3
Proportion of mill sweepings	·28	·19	·35	·31	·31	·17	·14	4
Bakehouse and drying loft sweepings	·05	·09	·05	·04	·08	·09	·08	5
Loss :								
In granary, from shrinkage	2·65	1·95	1·88	·79	1·66	1·08	1·31	6
In grinding and dressing	1·52	1·74	1·41	1·51	1·48	1·15	1·93	7
In baking	7·21	7·82	8·25	8·23	8·20	7·77	7·33	8
In drying	1·40	1·34	1·39	1·39	1·36	·32	·38	9
	AVERAGE DETAILED EXPENSE OF							
Direct Charges :	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	
Cost of materials per 100 lbs.	8 8·46	9 5·59	10 2·61	9 3·45	9 6·47	9 0·01	9 10·39	10
„ Small stores, &c. „	– 2·83	– 3·59	– 6·35	– 2·76	– 3·87	– ·68	– 1·76	11
„ Fuel „	– 3·41	– 4·31	– 4·56	– 2·99	– 3·21	– 3·91	– 4·85	12
„ Labour „	– 10·69	– 10·51	– 11·19	– 10·08	– 10·17	– 10·48	– 10·19	13
„ Special supervision „	– 2·04	– 1·95	– 2·26	– 1·91	– 10·95	– 2·68	– 2·66	14
TOTAL	10 3·43	11 1·95	12 2·97	10 9·19	11 10·67	10 5·76	11 5·85	15
Indirect Charges :								
Cost of general supervision, per 100 lbs.	– 5·55	– 5·65	– 5·89	– 4·78	– 5·40	– 5·68	– 6·39	16
„ Repairs of machinery „	– 8·22	1 6·59	1 11·88	1 4·50	1 1·78	– 7·93	– 11·99	17
TOTAL Cost per 100 lbs.	11 5·20	13 2·19	14 8·74	12 6·47	13 5·85	11 7·37	13 0·23	18

Note.—The only causes that can be assigned for the differences in the percentages of Offal and Losses in Manufacture at the three Home Yards are :—(*a*) Different qualities of Materials. (*b*) Difference in Climate. (*c*) Difference in Kilns. (*d*) Difference in Machinery.

Appendix C.—*continued.*

100 lbs. of Wheat, &c.; also, the Average Detailed Expenses incurred in the during the Years 1889-90 to 1893-94.

	YARD, GOSPORT.			ROYAL WILLIAM YARD, PLYMOUTH.					MALTA.				
	1891-92.	1890-91.	1889-90.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.
PRODUCED FROM 100 LBS. OF WHEAT, &c.													
	Lbs	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1	76·55	76·65	77·42	81·08	80·59	81·00	79·78	79·81	82·02	81·96	77·99	–	–
2	5·19	4·80	2·83	3·74	3·91	2·96	3·04	2·68	3·89	8·58	10·56	–	–
3	7·19	7·63	9·63	7·14	5·44	4·63	6·09	6·19	6·00				
4	·13	·12	·10	·34	·20	·16	·14	·24	·62	·62	·52	–	–
5	·09	·13	·12	·20	·23	·25	·14	·21	·41	·49	1·28	–	–
6	·75	·47	1·03	–	·36	1·17	2·22	2·38	–	–	–	–	–
7	1·46	1·87	1·32	·42	·70	1·04	·93	1·01	–	·29	–	–	–
8	8·24	7·93	7·17	6·32	7·45	7·31	6·44	6·32	5·96	5·70	6·96	–	–
9	·40	·40	·38	·76	1·12	1·48	1·22	1·16	1·10	2·36	2·69	–	–
MANUFACTURING 100 LBS. OF BISCUIT.													
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
10	9 11·61	9 2·58	9 5·39	8 3·68	9 2·20	9 5·73	8 10·92	9 3·55	11 6·38	8 7·55	8 4·80	–	–
11	– 1·36	– 1·22	– 1·91	– ·43	– ·30	– ·46	– 1·08	– ·84	– 1·34	– 5·10	– 4·87	–	–
12	– 4·54	– 3·15	– 3·36	– 4·86	– 7·26	– 7·19	– 4·43	– 4·55	– 3·35				
13	– 9·32	– 9·48	1 0·67	– 9·27	– 10·37	– 10·11	– 9·91	– 10·35	– 7·40	– 7·42	– 6·96	–	–
14	– 2·37	– 2·47	– 4·70	– 1·73	– 2·03	– 1·82	– 2·68	– 6·25	– 1·32	– 1·34	– 1·30	–	–
15	11 5·20	10 6·90	11 4·03	9 7·97	10 10·16	11 1·31	10 5·02	11 1·54	12 7·79	9 9·41	9 5·93	–	–
16	– 4·86	– 5·86	– 6·04	– 3·21	– 4·45	– 3·84	– 4·99	– 4·92	– 5·26	–	–	–	–
17	– 9·74	– 6·00	– 7·14	1 0·52	– 2·58	– 8·69	1 2·57	– 11·50	3 6·11	–	–	–	–
18	12 7·80	11 6·76	12 5·21	10 11·70	11 5·19	12 1·84	12 0·58	12 5·96	16 7·16	–	–	–	–

The higher percentages for Labour, Special Supervision, and Indirect Charges are apparently due to the quantities manufactured; the higher percentages, as a rule, existing where the quantities manufactured are smaller than at the other Yards. This, however, will be largely modified by local circumstances, which may vary from time to time.

STATEMENT showing the AVERAGE PRODUCTION of OATMEAL, from 100 lbs. of OATS; also the Proportion of OFFAL and LOSS therefrom; and the Average Detailed EXPENSES incurred in the Manufacture of 100 lbs. of OATMEAL, during the Years 1889-90 to 1893-94.

	ROYAL VICTORIA YARD, DEPTFORD.					ROYAL WILLIAM YARD, PLYMOUTH.				
	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.	1893–94.	1892–93.	1891–92.	1890–91.	1889–90.
AVERAGE PRODUCTION OF OATMEAL FROM 100 LBS. OF OATS.										
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
OATMEAL	62·30	62·69	62·68	64·56	63·41	63·03	63·05	66·52	64·40	62·59
Offal:										
Sids	1·30	1·80	1·35	1·61	2·99	2·79	2·30	2·54	2·38	2·39
Husks	19·99	16·55	16·76	15·29	16·13	16·71	16·02	14·38	18·48	16·13
Dust	6·68	6·17	5·58	5·33	5·93	6·56	6·68	6·77	7·75	6·87
Loss:										
In granary, from shrinkage	·30	1·55	2·23	·94	·83	·60	·29	- -	- -	2·08
In kiln drying	9·24	11·05	11·20	12·09	10·38	10·31	11·66	9·79	6·99	9·94
In grinding	·19	·19	·20	·18	·33	—	—	—	—	—
AVERAGE DETAILED EXPENSE OF MANUFACTURING 100 LBS. OF OATMEAL.										
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Direct Charges:										
Cost of materials per 100 lbs.	11 8·33	11 10·26	9 6·80	11 2·14	11 9·18	11 2·76	11 6·24	8 11·33	11 3·12	11 8·16
„ Small stores, &c. „	– ·76	– ·78	– 1·74	– 1·37	– ·97	- -	– ·15	– 1·35	– ·83	– ·38
„ Fuel „	– 4·80	– 4·70	– 5·14	– 3·20	– 3·65	– 5·14	– 6·09	– 6·80	– 5·76	– 4·87
„ Labour „	1 2·00	1 0·52	1 0·53	1 0·91	1 0·71	1 4·06	1 5·05	1 5·73	1 11·89	1 9·39
„ Special supervision „	– 1·84	– 1·48	– 2·35	– 3·37	– 5·47	– 3·86	– 4·60	– 4·18	– 5·51	1 4·15
TOTAL	13 5·73	13 5·74	11 4·56	12 10·99	13 7·98	13 3·82	13 10·13	11 5·39	14 3·11	15 2·95
Indirect Charges:								—		
Cost of general supervision, per 100 lbs.	– 5·75	– 5·07	– 5·32	– 4·91	– 5·08	– 4·82	– 6·10	– 5·61	– 9·48	– 7·95
„ Repairs of machinery „	– 6·17	– 4·64	– 5·47	– 4·15	– 2·53	– 4·64	– 1·03	– 6·34	- -	– 5·02
TOTAL Cost per 100 lbs.	14 5·65	14 3·45	12 3·35	13 8·05	14 3·59	14 1·28	14 5·26	12 5·34	15 0·59	16 3·92

Note.—The only causes that can be assigned for the differences in the percentages of Offal and Losses in Manufacture at the two Home Yards are:—(*a*) Different qualities of Materials. (*b*) Difference in Climate. (*c*) Difference in Kilns. (*d*) Difference in Machinery.

The higher percentages for Labour, Special Supervision, and Indirect Charges are apparently due to the quantities manufactured, the higher percentages, as a rule, existing where the quantities manufactured are smaller than at the other Yards. This, however, will be largely modified by local circumstances, which may vary from time to time.

REPORT of the COMPTROLLER and AUDITOR GENERAL upon the MANUFACTURING ACCOUNTS of HER MAJESTY'S HOME YARDS and MALTA VICTUALLING YARD for the Year 1893–94.

Local Test Examination at Home Yards and Malta.

1. A LOCAL Test Examination has been applied as usual to the Manufacturing Accounts of the Home Yards and to the Malta Victualling Yard, for the year 1893-94, by Officers of my Department, but the points which have arisen in connection with the detailed examination do not call for comment in this Report.

Malta Returns now brought into line with those from the Home Yards.

2. In paragraph 1 of my Report on the Accounts for the year 1891–92, I called attention to the inclusion for the first time in the published Accounts of that year, of Statements showing details of Conversion operations at Malta, in respect of Flour, Biscuit, Soft Bread, and Cooperage articles; but the results of the out-turn of the Yard were not at that time fully susceptible of comparison with those of the other Yards owing to the absence of all record of "Indirect Expenditure" on Conversion at Malta. Until the year now under report the Admiralty have found it impracticable to include in the Malta Returns this "Indirect Expenditure" (in connexion with General Supervision and Repairs to Machinery), which it has been the practice to shew in the Returns from the Home Yards; but this information has been supplied in the present Accounts.

3. It will be seen from pages 6 and 7 that the results of Conversion at Malta have been tabulated and printed side by side with those at the Home Yards, thus affording a useful means of comparison of average rates of production.

Analysis of Results of Manufacture.

4. Analysis of these tables shows that, while the average cost of manufacture of Raw Flour and Biscuit, which is common to all the Yards, does not vary materially at Deptford and Gosport, it is somewhat lower at Plymouth where the proportion of the charge due to labour is less. At Malta, on the other hand, the cost of production of these two articles is perceptibly higher. This seems to be due primarily to the greater cost of materials, but in the case of Biscuit, partly also to heavier charges for repairs to Plant, It will be noticed, however, in connection with the price of material at Malta, that the produce yielded from 100 pounds of raw material is greater there than at the Home Yards, which compensates to some extent for the higher price.

5. Turning to pages 20 to 23 of the Accounts, where the results of the production of the same two items of manufacture are set forth over a series of years, and taking the direct charges only for the last three years, so as to embrace the transactions at Malta in the comparison, it will be seen that while the three Home Yards show, almost uniformly, a progressive decrease in cost, there is a noticeable increase year by year in the case of Malta, attributable apparently to increased cost of materials.

C. L. Ryan,
Comptroller General of the Receipt and Issue of Her Majesty's Exchequer, and Auditor General of Public Accounts.

Exchequer and Audit Department,
11 March 1895.

RETURNS

OF THE

NUMBER OF COURTS-MARTIAL HELD

AND

SUMMARY PUNISHMENTS INFLICTED

ON

SEAMEN OF THE ROYAL NAVY, &c.,

DURING THE YEAR 1894.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Limited, 1, 2, 3, & 5, Great St. Thomas Apostle, E.C.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and 90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited., 104, Grafton Street, Dublin.

1895.

[C.—7907.] *Price 2d.*

RETURNS

OF THE

NUMBER OF COURTS-MARTIAL

HELD UPON

SEAMEN OF THE ROYAL NAVY, &c.

DURING THE YEAR 1894.

PART I.

COURTS-MARTIAL AND OFFENCES.

	At Home.				Abroad.				General Total.
	Petty Officers and Men.		Boys.	Marines Afloat.	Petty Officers and Men.		Boys.	Marines Afloat.	
	Seamen Class.	Non-Seamen Class.			Seamen Class.	Non-Seamen Class.			
Number of Courts-Martial ... 144									
Number of persons tried by Courts-Martial.	13	6	2	13	53	31	1	27	146
Offences against discipline—									
Mutiny	—	—	—	—	—	—	—	—	—
Desertion	1	1	—	2	—	3	—	1	8
Striking and attempting to strike Superior Officer.	4	7	1	5	30	15	1	15	78
Threatening language to Superior Officer.	1	—	1	1	8	3	—	2	16
Wilful disobedience...	—	—	—	9	20	16	—	6	51
Behaving with contempt to Superior Officer.	1	—	—	6	8	9	—	8	32
Quarrelling and fighting	—	—	—	—	—	—	—	—	—
Improperly leaving place of duty ...	1	1	—	—	7	1	—	—	10
Absence without leave	—	—	—	—	—	3	—	1	4
Drunkenness	1	2	—	1	6	7	—	1	18
Using profane language	—	—	—	—	—	—	—	—	—
Malingering	—	—	—	—	—	—	—	—	—
Acts to prejudice of good order and naval discipline.	3	—	—	4	13	6	—	4	30
Offences punishable by ordinary law—									
Murder	—	—	—	—	—	—	—	—	—
Manslaughter...	—	—	—	—	—	—	—	—	—
Forgery	—	—	—	—	—	—	—	—	—
Theft and Embezzlement	13	1	—	5	16	2	—	5	42
Disgraceful conduct...	3	—	—	—	—	—	—	2	5
Perjury	—	—	1	—	—	—	—	—	1
TOTAL OF OFFENCES ...	28	12	3	33	108	65	1	45	295

A 16264—625—9/95 Wt 11018 D & S.

PART II.

SENTENCES AWARDED.

—	At Home.				Abroad.				General Total.
	Petty Officers and Men.		Boys.	Marines Afloat.	Petty Officers and Men.		Boys.	Marines Afloat.	
	Seamen Class.	Non-Seamen Class.			Seamen Class.	Non-Seamen Class.			
Death	—	—	—	—	—	—	—	—	—
Penal Servitude	—	—	—	—	3	1	—	1	5
Imprisonment and dismissal, with or without disgrace.	6	2	1	8	20	15	—	10	62
Imprisonment with hard labour ...	4	4	1	5	29	15	1	14	73
Confinement in cells	—	—	—	—	—	—	—	—	—
Dismissal	—	—	—	—	—	—	—	—	—
Disrating	—	—	—	—	—	—	—	—	—
Forfeiture of pay	—	—	—	—	—	—	—	—	—
Forfeiture of Good Conduct Medal ...	1	—	—	—	—	—	—	—	1
Severely reprimanded	—	—	—	—	—	—	—	—	—
Total number of sentences ...	11	6	2	13	52	31	1	25	141
Acquitted	2	—	—	—	1	—	—	2	5

PART III.

PUNISHMENTS INFLICTED.

	At Home.				Abroad.				
	Petty Officers and Men.		Boys.	Marines Afloat.	Petty Officers and Men.		Boys.	Marines Afloat.	General Total.
	Seamen Class.	Non-Seamen Class.			Seamen Class.	Non-Seamen Class.			
Death	—	—	—	—	—	—	—	—	—
Penal Servitude	—	—	—	—	3	1	—	*	4
Imprisonment and dismissal, with or without disgrace.	6	1†	1	8	20	14	—	11	61
Imprisonment, with hard labour	4	5	1	5	28	15	—	14	72
Confinement in cells	—	—	—	—	—	—	—	—	—
Dismissal	—	—	—	—	—	—	—	—	—
Disrating	—	—	—	—	—	—	—	—	—
Forfeiture of pay	—	—	—	—	—	—	—	—	—
Forfeiture of Good Conduct Medal	1	—	—	—	—	—	—	—	1
Severely reprimanded	—	—	—	—	—	—	—	—	—
Total number of punishments	11	6	2	13	51	30	—	25	138
Pardoned	—	—	—	—	—	—	—	—	—
Annulled	—	—	—	—	1	1	1	—	3

* *Penal Servitude.*—In the case of a Marine abroad, Penal Servitude was modified to Imprisonment with Dismissal.
† *Imprisonment.*—Dismissal remitted in case of a Non-Seaman at home.

PART IV.

RETURN OF THE NUMBER OF MEN TRIED BY COURT-MARTIAL, COMPARED WITH THE NUMBER OF TRIALS, 1894.

	Number of Men tried.			Total.	Number of Trials.
	Once.	Twice.	Three times.		
Petty Officers and Men :—					
Seamen Class	66	—	—	66	64
Non-Seamen Class ...	37	—	—	37	37
Boys	3	—	—	3	3
Marines Afloat	40	—	—	40	40
	146	—	—	146	144

RETURN OF THE NUMBER OF SUMMARY PUNISHMENTS DURING THE YEAR 1894.

	At Home.				Abroad.			
	Petty Officers and Men.		Boys.	Marines Afloat.	Petty Officers and Men.		Boys.	Marines Afloat.
	Seamen Class.	Non-Seamen Class.			Seamen Class.	Non-Seamen Class		
Discharged with disgrace ...	—	—	2	—	—	—	—	—
Discharged as objectionable ...	38	52	20	16	24	9	4	5
Corporal punishment with birch	—	—	267	—	—	—	42	—
Imprisonment	265	359	17	152	302	153	1	120
Disrating	57	58	—	12	140	76	—	15
Cells	635	862	2	663	909	479	4	382
Minor punishments	8,111	7,123	4,059	5,365	15,028	6,824	1,551	5,542
Total	9,106	8,454	4,367	6,208	16,403	7,541	1,602	6,064

At Home	28,135
Abroad	31,610
Grand Total	59,745

COURTS-MARTIAL—CRIMES AND PUNISHMENTS.

Return of the number of Courts-Martial held during 1894, showing the Offences for which the men were tried, the Sentences awarded, and the Punishments inflicted on the men of the Royal Marines, serving at Head Quarters, and the Depôt, Walmer.

PART I.

COURTS-MARTIAL AND OFFENCES.

——	R. M. Artillery.	Chatham.	Ports-mouth.	Plymouth.	Recruit Depôt, Walmer.	TOTAL.
Number of Courts-Martial	45	46	36	17	122	266
Mutiny	—	—	—	—	—	—
Desertion	8	13	5	2	16	44
Violence to Superiors and Insubordination ...	12	8	8	3	21	52
Disobedience	—	1	5	8	4	18
Quitting, or Sleeping on, Post	—	—	1	—	1	2
Drunk on Duty Under Arms	—	—	1	—	—	1
Drunkenness	2	4	—	—	8	14
Disgraceful Conduct	2	6	2	—	3	13
Absence without Leave	5	19	9	6	7	46
Making away with Necessaries	12	31	14	6	2	65
Fraudulent Enlistment	20	2	3	—	13	38
Miscellaneous	11	15	13	9	47	95
TOTAL OFFENCES	72	99	61	34	122	388

PART II.

SENTENCES AWARDED.

	R.M. Artillery.	Chatham.	Ports-mouth.	Plymouth.	Recruit Depôt, Walmer.	TOTAL.
Death	—	—	—	—	—	—
Penal servitude	—	—	—	—	—	—
Reduction to the ranks or to a lower grade ...	4	2	1	—	2	9
Reduction to the ranks and imprisonment ...	—	1	—	—	—	1
To be put under stoppages, without other punishment.	—	—	—	—	1	1
Solitary confinement	—	—	—	—	—	—
Solitary confinement and imprisonment, with or without hard labour.	—	—	—	—	—	—
Imprisonment, with or without hard labour...	36	38	33	16	96	219
Discharge, with ignominy, &c.	5	5	—	1	22	33
Total Sentences	45	46	34	17	121	263
Acquitted	—	—	2	—	1	3

PART III.

PUNISHMENTS INFLICTED.

	R.M. Artillery.	Chatham.	Ports-mouth.	Plymouth.	R.M. Depôt.	Total.
Death	—	—	—	—	—	—
Penal servitude	—	—	—	—	—	—
Reduction to the ranks, or to a lower grade...	3	2	—	—	2	7
Reduction to the ranks and imprisonment ...	—	1	—	—	—	1
To be put under stoppages, without other punishment.	—	—	—	—	1	1
Solitary confinement	—	—	—	—	—	—
Solitary confinement and imprisonment, with or without hard labour.	—	—	—	—	—	—
Imprisonment, with or without hard labour...	36	38	33	16	96	219
Discharge, with ignominy, &c.	5	5	—	1	22	33
Total Punishments ...	44	46	33	17	121	261
Pardoned	1	—	1	—	—	2

PART IV.

Number of Men Fined for Drunkenness at Head Quarters, and the Depôt, Walmer, 1894.

—	Once.	Twice.	Three times.	Four times.	Five times.	Six times.	Seven times.	Total No. of Men Fined.	Number of cases of Fines inflicted.
Royal Marine Artillery	19	6	1	1	—	—	—	27	38
Chatham	9	2	1	—	1	—	—	13	21
Portsmouth	22	5	3	1	—	—	—	31	45
Plymouth	15	4	3	—	1	—	—	23	37
Recruit Depôt, Walmer	30	15	4	1	—	—	—	50	76
Total	95	32	12	3	2	—	—	144	217

ROYAL MARINE OFFICE,
20th May 1895.

FRED V. G. BIRD, A.D.G.,
for *Deputy Adjutant General, Royal Marines.*

PART V.

Number of Minor Punishments, including Fines for Drunkenness, inflicted by order of Commanding Officers, on Royal Marines serving at Head Quarters, and the Depôt at Walmer, 1894.

Royal Marine Artillery	321
Chatham	788
Portsmouth	579
Plymouth	331
Walmer	1,662
Total	3,681

ABSTRACT.—Showing number of Offences against Superior Authority, and also of Drunkenness and Desertion, punished by Court-Martial during the years 1884-1894 inclusive.

SEAMEN AND MARINES AFLOAT.

—	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Number of Men tried by Court-Martial for all offences.	206	159	169	149	143	163	131	121	112	103	146
Mutiny	—	—	2	—	—	—	2	—	—	—	—
Striking, or attempting to strike.	42	51	55	45	42	57	38	33	51	48	78
Threatening language...	14	20	13	28	17	28	12	10	9	11	16
Disobedience	67	49	71	50	57	67	75	31	27	46	51
Behaving with contempt	29	44	35	36	24	45	29	39	18	11	32
Total offences against Superior Authority.	152	164	176	159	140	197	156	113	105	116	177
Drunkenness	13	13	22	12	15	17	9	7	18	8	18
Desertion	78	29	28	26	38	30	30	20	17	13	8
Numbers Borne ...	47,599	49,682	50,139	51,353	51,760	52,165	54,692	56,898	60,402	63,175	67,381

ABSTRACT.—Showing number of Offences against Superior Authority, and also of Drunkenness and Desertion, punished by Court-Martial during the years 1884-1894 inclusive.

MARINES ON SHORE.

—	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Number of Men tried by Court-Martial for all offences.	296	267	214	151	194	168	200	221	215	215	266
Mutiny	—	—	—	—	—	—	—	—	—	—	—
Violence to Superiors, and insubordination.	60	54	20	30	34	30	32	38	19	26	52
Disobedience	21	22	13	10	10	10	15	17	14	6	18
Total offences against Superior Authority.	81	76	33	40	44	40	47	55	33	32	70
Drunkenness	28	20	19	13	17	11	16	13	5	8	15
Desertion	22	30	27	20	31	19	29	30	47	52	44
Numbers borne ...	5,079	5,486	6,159	5,486	5,633	6,090	6,331	6,245	6,155	6,315	6,452

ABSTRACT.—Showing the number of Summary Punishments awarded during the years 1884-1894 inclusive.

——	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
Petty Officers, Seamen, and Marines afloat ...	47,289	51,508	50,033	49,643	52,656	49,297	50,197	46,795	47,397	48,150	59,745
Numbers borne	47,599	49,682	50,139	51,353	51,760	52,165	54,692	56,898	60,402	63,175	67,381
Marines on shore	3,072	3,160	2,363	2,352	2,212	2,602	2,505	2,711	2,775	2,899	3,681
Numbers borne	5,079	5,486	6,159	5,486	5,633	6,090	6,331	6,245	6,155	6,315	6,452

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE
By DARLING & SON. Ltd., 1, 2, 3, & 5. Great St. Thomas Apostle, E.C

1895.

NAVY (HEALTH).

STATISTICAL REPORT

OF THE

HEALTH OF THE NAVY

FOR THE YEAR 1894.

Admiralty,
4 September 1895.

EVAN MACGREGOR,
Secretary.

(PRESENTED BY HER MAJESTY'S COMMAND.)

Ordered, by The House of Commons, *to be Printed,*
4 *September* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

464—Sess. 2.

CONTENTS.

TOTAL FORCE.

	PAGE
Number of Men employed	1
Total Number of Cases of Disease and Injury	2
Total Days' Sickness	2
Total Number Invalided	2
Total Mortality—Death Rate	2
Average Number of Entries on Sick List per Man, according to Station	2
Sick Rate, according to Station	2
Class I.—General Diseases	3
General Diseases—Group A.—Sub-Group 1.—Specific Febrile Diseases	3
Small-pox	3
Chicken-pox	3
Measles	3
Epidemic rose rash	3
Scarlet fever	4
Dengue	4
Simple continued fever	4
Enteric fever	4
Yellow fever	4
Dysentery	4
Influenza	4
Mumps	5
Diphtheria	5
General Diseases—Group A.—Sub-Group 2.—Malarial Fevers	5
General Diseases—Group A.—Sub-Group 3.—Septic Diseases	5
General Diseases—Group A.—Sub-Group 4—Venereal Diseases	5
Syphilis	5
Gonorrhœa and its sequelæ	5
General Diseases—Group B.	5
General Diseases—Group D.	6
Rheumatism	6
Tubercular Diseases	6

PAGE

Class II.—Local Diseases - - - - - - - - 6

Diseases of the Nervous System, &c. - - - - 6

Diseases of the Circulatory System - - - - 6

Diseases of the Respiratory System - - - - 6

Diseases of the Digestive System - - - - - 7

Diseases of the Lymphatic and Glandular System - 7

Diseases of the Urinary and Generative Systems - - 7

Diseases of the Organs of Locomotion - - - - 7

Diseases of the Connective Tissue and Skin - - - 7

Scabies - - - - - - - - - - - 7

Poisoning - - - - - - - - - - - 7

Wounds and Injuries - - - - - - - - - 7

Wounds in action - - - - - - - - - 8

Suicide - - - - - - - - - - - 8

Age Tables of Cases; Invalids; Deaths; compared with previous Year - - - - - - - - - 8

Ratios under each Age-period, arranged according to Stations, for Cases, Invalids, and Deaths - - - - - - - 9

Table showing the Ratio per 1,000 of Cases, Invalidings, and Deaths, on the different Stations during the Year 1894, as compared with an Average of Seven Years - - - - - 10

Table showing the Increase and Decrease during the Year 1894, in the Ratio of Cases, Invalidings, and Deaths, on the different Stations, compared with the average Ratios for the previous Seven Years - - - - - - - - - - - 10

Table showing the Increase and Decrease in the Ratios of Cases, Invalidings, and Deaths, on the different Stations, compared with the previous Year - - - - - - - - 11

Table showing the Deaths by Violence in the Royal Navy in the Year 1894 - - - - - - - - - - - 11

Table showing the Death-rate from all causes, and the Death-rate from Disease alone, in the Service Afloat, between the Years 1856 and 1894, inclusive - - - - - - - 12

Hospitals - - - - - - - - - - - 13

Home Hospitals - - - - - - - - - 14

Haslar - - - - - - - - - 15

Plymouth - - - - - - - - - 16

Chatham - - - - - - - - - 18

Haulbowline - - - - - - - - - 18

Yarmouth (Lunatic Asylum) - - - - 19

Hospitals—*continued.* PAGE

Hospitals Abroad - - - - - - - - 21
Malta - - - - - - - - - 22
Gibraltar - - - - - - - - 22
Bermuda - - - - - - - - 23
Jamaica - - - - - - - - 23
Ascension - - - - - - - - 23
Cape of Good Hope - - - - - - 24
Hong Kong - - - - - - - - 24
Yokohama - - - - - - - - 25
Esquimalt - - - - - - - - 25
Dockyards - - - - - - - - - 26
Royal Marine Divisions - - - - - - - 27

HOME STATION.

Number and Class of Vessels, and Mean Force - - - 27
Numbers Invalided and Dead - - - - - - 27
Daily Loss of Service from Disease and Injury - - - 27
Class I.—General Diseases - - - - - - - 28
General Diseases—Group A.—Sub-Group 1 - - 28
Small-pox - - - - - - - - 28
Chicken-pox - - - - - - - 28
Measles - - - - - - - - 28
Epidemic Rose Rash - - - - - - 28
Scarlet fever - - - - - - - 28
Simple continued fever - - - - - 29
Enteric fever - - - - - - - 29
Dysentery - - - - - - - - 30
Influenza - - - - - - - - 30
Mumps - - - - - - - - 31
Diphtheria - - - - - - - - 31
General Diseases, A.—Sub-Group 2.—Malarial Fevers - 32
General Diseases, A.—Sub-Group 3.—Septic Diseases - 32
General Diseases, A.—Sub-Group 4.—Venereal Diseases 32
Syphilis, Primary - - - - - - 32
Syphilis, Secondary - - - - - - 33
Gonorrhœa and its sequelæ - - - - - 33
General Diseases—Group B. - - - - - 33
General Diseases—Group D. - - - - - 33
Rheumatism - - - - - - - 34
Tubercular Diseases - - - - - - 34
New growths - - - - - - - 34
Diabetes Mellitus - - - - - - - 34

PAGE

Class II.—Local Diseases - - - - - - - 34
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - 34
Diseases of the Circulatory System - - - - 35
Diseases of the Respiratory System - - - - 35
Diseases of the Digestive System - - - - 36
Diseases of the Lymphatic and Glandular System - 36
Diseases of the Urinary and Generative Systems - - 36
Diseases of the Organs of Locomotion - - - 36
Diseases of the Connective Tissue and Skin - - 37
Scabies - - - - - - - - - 37
Poisons - - - - - - - - - - - 37
Injuries, &c. - - - - - - - - - - 37
General Injuries - - - - - - - - 37
Local Injuries - - - - - - - - 38
Suicide - - - - - - - - - - - 38

MEDITERRANEAN STATION.

Number and Class of Vessels, and Mean Force - - - 39
Numbers Invalided and Dead - - - - - - 39
Daily Loss of Service from Disease and Injury - - - 39
Class I.—General Diseases - - - - - - - 39
General Diseases—Group A.—Sub Group 1 - - 39
Small-pox - - - - - - - - 40
Scarlet fever - - - - - - - - 40
Simple continued fever - - - - - 40
Enteric fever - - - - - - - 40
Dysentery - - - - - - - - 40
Influenza - - - - - - - - 40
General Diseases, A.—Sub-Group 2.—Malarial Fevers 41
Remittent fever in the Anson, Hood, Vulcan, Ramillies, Collingwood, Arethusa, and Trafalgar 41
General Diseases, A.—Sub-Group 4 - - - - 44
Syphilis, Primary - - - - - - 45
Syphilis, Secondary - - - - - - 45
Gonorrhœa and its sequelæ - - - - - 45

Class I.—General Diseases—*continued.* PAGE

General Diseases—Group B. - - - - - 45
General Diseases—Group D. - - - - - 46
Rheumatism - - - - - - - 46
Class II.—Local Diseases - - - - - - - 46
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - 46
Diseases of the Circulatory System - - - - 47
Diseases of the Respiratory System - - - - 47
Diseases of the Digestive System - - - - 47
Diseases of the Lymphatic and Glandular System - 48
Diseases of the Urinary and Generative Systems - - 48
Diseases of the Organs of Locomotion - - - 48
Diseases of the Connective Tissue and Skin - - - 48
Poisons - - - - - - - - - - - 49
Injuries, &c. - - - - - - - - - - - 49
Heat stroke - - - - - - - - 49
Multiple injury - - - - - - - 49
Submersion - - - - - - - - 49
Local Injuries - - - - - - - - 49
Suicide - - - - - - - - - - 49

NORTH AMERICAN AND WEST INDIAN STATION.

Number and Class of Vessels, and Mean Force - - - 50
Numbers Invalided and Dead - - - - - - 50
Loss of Service from Disease and Injury - - - - 50
Class I.—General Diseases - - - - - - - 50
General Diseases—Group A.—Sub-Group 1 - - 50
Simple continued fever - - - - - 51
Enteric fever - - - - - - - 51
Dysentery - - - - - - - - 51
Influenza - - - - - - - - 51
General Diseases, A.—Sub-Group 2.—Malarial Fevers 51
General Diseases, A.—Sub-Group 4 - - - - 52
Syphilis, Primary - - - - - - 52
Syphilis, Secondary - - - - - - 52
Gonorrhœa and its sequelæ - - - - 52
General Diseases—Group B. - - - - - 52
Effects of climate, &c. - - - - - - 52
General Diseases—Group D. - - - - - 52
Rheumatism - - - - - - - 52

PAGE

Class II.—Local Diseases - - - - - - - - - 53
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - - 53
Diseases of the Circulatory System - - - - 53
Diseases of the Respiratory System - - - - 53
Diseases of the Digestive System - - - - 53
Diseases of the Lymphatic and Glandular System - 54
Diseases of the Urinary and Generative Systems - - 54
Diseases of the Organs of Locomotion - - - - 54
Diseases of the Connective Tissue and Skin - - 54

Poisons - - - - - - - - - - - 55

Injuries, &c. - - - - - - - - - - - 55
General Injuries - - - - - - - - 55
Local Injuries - - - - - - - - - 55

SOUTH EAST COAST OF AMERICA STATION.

Number and Class of Vessels, and Mean Force - - - 56

Numbers Invalided and Dead - - - - - - - 56

Daily Loss of Service from Disease and Injury - - - 56

Class I.—General Diseases - - - - - - - - 56

General Diseases—Group A.—Sub-Group 1 - - 56
Simple continued fever - - - - - - 56
Yellow fever - - - - - - - - - 57
Influenza - - - - - - - - - - 57
General Diseases, A.—Sub-Group 2.—Malarial Fevers - 57
General Diseases, A.—Sub-Group 4 - - - - - 58
Syphilis, Primary and Secondary - - - - - 58
Gonorrhœa and its sequelæ - - - - - - 58
General Diseases—Group D. - - - - - - 58

Class II.—Local Diseases - - - - - - - - 58
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - - 58
Diseases of the Circulatory System - - - - 59
Diseases of the Respiratory System - - - - 59
Diseases of the Digestive System - - - - 59
Diseases of the Urinary and Generative Systems - - 59
Diseases of the Organs of Locomotion - - - - 59
Diseases of the Connective Tissue and Skin - - - 60

Injuries, &c. - - - - - - - - - 60

PACIFIC STATION.

	PAGE
Number and Class of Vessels, and Mean Force	61
Numbers Invalided and Dead	61
Daily Loss of Service from Disease and Injury	61
Class I.—General Diseases	61
General Diseases—Group A.—Sub-Group 1	61
Small-pox	61
Measles	62
Simple continued fever	62
Enteric fever	62
General Diseases, A.—Sub-Group 2.—Malarial Fevers	62
General Diseases, A.—Sub-Group 4	63
Syphilis, Primary and Secondary	63
Gonorrhœa and its sequelæ	63
General Diseases—Group B.	64
General Diseases—Group D.	64
Rheumatism	64
Tubercle	64
Class II.—Local Diseases	64
Diseases of the Nervous System and Organs of the Special Senses	64
Diseases of the Circulatory System	64
Diseases of the Respiratory System	65
Diseases of the Digestive System	65
Diseases of the Lymphatic and Glandular System	65
Diseases of the Urinary and Generative Systems	65
Diseases of the Organs of Locomotion	65
Diseases of the Connective Tissue and Skin	66
Poisons	66
Injuries, &c.	66
General Injuries	66
Local Injuries	66

WEST COAST OF AFRICA AND CAPE OF GOOD HOPE STATION.

Number and Class of Vessels, and Mean Force	67
Numbers Invalided and Dead	67
Daily Loss of Service from Disease and Injury	67
Class I.—General Diseases	67
General Diseases—Group A.—Sub-Group 1	67
Small-pox	67
Simple continued fever	67
Enteric fever	67
Dysentery	67

Class I.—General Diseases—*continued.* PAGE

General Diseases, A.—Sub-Group 2.—Malarial Fevers 69

Ague and Remittent fever in the Phœbe, Mosquito, and Herald - - - - - - - - 69

General Diseases, A.—Sub-Group 4 - - - - 71

Syphilis, Primary and Secondary - - - - 71

Gonorrhœa and its sequelæ - - - - - 71

General Diseases—Group B. - - - - - 72

General Diseases—Group D. - - - - - 72

Rheumatism - - - - - - - - 72

Class II.—Local Diseases - - - - - - - 72

Diseases of the Nervous System and Organs of the Special Senses - - - - - - - 72

Diseases of the Circulatory System - - - - 73

Diseases of the Respiratory System - - - - 73

Diseases of the Digestive System - - - - 73

Diseases of the Lymphatic and Glandular System - 73

Diseases of the Urinary and Generative Systems - - 74

Diseases of the Organs of Locomotion - - - - 74

Diseases of the Connective Tissue and Skin - - - 74

Poisons - - - - - - - - - - - 74

Injuries, &c. - - - - - - - - - - - 74

General Injuries - - - - - - - - - 74

Local Injuries - - - - - - - - - 75

Wounds in Action - - - - - - - - 75

Suicide - - - - - - - - - - 75

EAST INDIES STATION.

Number and Class of Vessels, and Mean Force - - - 76

Numbers Invalided and Dead - - - - - - 76

Daily Loss of Service from Disease and Injury - - - 76

Class I.—General Diseases - - - - - - - - 76

General Diseases—Group A.—Sub-Group 1 - - 76

Measles - - - - - - - - - 77

Simple continued fever - - - - - 77

Enteric fever - - - - - - - - 77

Dysentery - - - - - - - - - 77

Influenza - - - - - - - - - 78

Class I.—General Diseases—*continued.* PAGE

General Diseases, A.—Sub-Group 2.—Malarial Fevers - 78

Malarial fevers in the Brisk and Cossack - - 78

General Diseases, A.—Sub-Group 4 - - - - 79

Syphilis, Primary and Secondary - - - 79

Gonorrhœa and its sequelæ - - - - - 79

General Diseases—Group B. - - - - - 80

General Diseases—Group D. - - - - - 80

Rheumatism - - - - - - - 80

Class II.—Local Diseases - - - - - - - 80

Diseases of the Nervous System and Organs of the Special Senses - - - - - - - 80

Diseases of the Circulatory System - - - - 80

Diseases of the Respiratory System - - - - 81

Diseases of the Digestive System - - - - 81

Diseases of the Lymphatic and Glandular System - 81

Diseases of the Urinary and Generative Systems - - 81

Diseases of the Organs of Locomotion - - - - 81

Diseases of the Connective Tissue and Skin - - - 81

Injuries, &c. - - - - - - - - - 82

General Injuries - - - - - - - - 82

Heat Stroke - - - - - - - - 82

Local Injuries - - - - - - - - 82

CHINA STATION.

Number and Class of Vessels, and Mean Force - - - 83

Numbers Invalided and Dead - - - - - - 83

Daily Loss of Service from Disease and Injury - - - 83

Class I.—General Diseases - - - - - - - 83

General Diseases—Group A.—Sub-Group 1 - - 83

Small-pox - - - - - - - - 83

Measles - - - - - - - - 84

Epidemic rose rash - - - - - - 84

Simple continued fever - - - - - 84

Enteric fever - - - - - - - 84

Dysentery - - - - - - - - 85

Influenza - - - - - - - - 85

General Diseases, A.—Sub-Group 2.—Malarial Fevers 85

Class I.—General Diseases—*continued.* PAGE

General Diseases, A.—Sub-Group 4 - - - - 86
Syphilis, Primary and Secondary - - - - 86
Gonorrhœa and its sequelæ - - - - - 86
General Diseases—Group B. - - - - - 86
General Diseases—Group D. - - - - - 87
Rheumatism - - - - - - - - 87
Tubercle - - - - - - - - 87
Class II.—Local Diseases - - - - - - - 87
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - 87
Diseases of the Circulatory System - - - - 88
Diseases of the Respiratory System - - - - 88
Diseases of the Digestive System - - - - 88
Diseases of the Lymphatic and Glandular System - 88
Diseases of the Urinary and Generative Systems - - 89
Diseases of the Organs of Locomotion - - - - 89
Diseases of the Connective Tissue and Skin - - 89
Poisons - - - - - - - - - - - 89
Injuries, &c. - - - - - - - - - - 89
General Injuries - - - - - - - - 89
Local Injuries - - - - - - - - 90

AUSTRALIAN STATION.

Number and Class of Vessels, and Mean Force - - - 91
Numbers Invalided and Dead - - - - - - 91
Daily Loss of Service from Disease and Injury - - - 91
Class I.—General Diseases - - - - - - - 91
General Diseases—Group A.—Sub-Group 1 - - 91
Dengue - - - - - - - - - 91
Simple continued fever - - - - - 92
Enteric fever - - - - - - - 92
Influenza - - - - - - - - 92
Dysentery - - - - - - - - 92
General Diseases, A.—Sub-Group 2.—Malarial Fevers 93
General Diseases, A.—Sub-Group 4 - - - - 93
Syphilis, Primary - - - - - - 93
Syphilis, Secondary - - - - - - 93
Gonorrhœa and its sequelæ - - - - - 94
General Diseases—Group B. - - - - - 94
General Diseases—Group D. - - - - - 94
Rheumatism - - - - - - - - 94
Tubercle - - - - - - - - 95
Diabetes Mellitus - - - - - - 95

PAGE

Class II.—Local Diseases - - - - - - - - 95
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - - 95
Diseases of the Circulatory System - - - - 95
Diseases of the Respiratory System - - - - 95
Diseases of the Digestive System - - - - 96
Diseases of the Lymphatic and Glandular System - 96
Diseases of the Urinary and Generative Systems - - 96
Diseases of the Organs of Locomotion - - - 96
Diseases of the Connective Tissue and Skin - - - 96
Poisons - - - - - - - - - - - 96
Injuries, &c. - - - - - - - - - - 97
General Injuries - - - - - - - - 97
Multiple Injury - - - - - - - - 97
Local Injuries - - - - - - - - 97

IRREGULAR FORCE.

Number and Class of Vessels, and Mean Force - - - 98
Numbers Invalided and Dead - - - - - - 98
Daily Loss of Service from Disease and Injury - - - 98
Class I.—General Diseases - - - - - - - - 98
General Diseases—Group A.—Sub-Group 1 - - 98
Simple continued fever - - - - - 99
Enteric fever - - - - - - - 99
Influenza - - - - - - - - 99
Dysentery - - - - - - - - 99
Diphtheria - - - - - - - - 99
General Diseases, A.—Sub-Group 2.—Malarial Fevers 99
General Diseases, A.—Sub-Group 4 - - - - 100
Syphilis, Primary and Secondary - - - - 100
Gonorrhœa and its sequelæ - - - - - 100
General Diseases—Group B. - - - - - 100
General Diseases—Group D. - - - - - 101
Rheumatism - - - - - - - - 101
Class II.—Local Diseases - - - - - - - - 101
Diseases of the Nervous System and Organs of the Special Senses - - - - - - - - 101
Diseases of the Circulatory System - - - - 102

Class II.—Local Diseases—*continued.* PAGE

Diseases of the Respiratory System - - - - 102
Diseases of the Digestive System - - - - 102
Diseases of the Lymphatic and Glandular System - 102
Diseases of the Urinary and Generative Systems - - 102
Diseases of the Organs of Locomotion - - - - 103
Diseases of the Connective Tissue and Skin - - - 103

Poisons - - - - - - - - - - - 103

Injuries, &c. - - - - - - - - - - 103
General Injuries - - - - - - - - 103
Local Injuries - - - - - - - - 104

INDEX TO APPENDIX.

Total Force—Tables 1 to 5 - - - - - - - - 2

Home Station—Tables 1 to 3 - - - - - - - 12

Mediterranean Station—Tables 1 to 3 - - - - - - 24

North American and West Indian Station—Tables 1 to 3 - 32

South East Coast of America Station—Tables 1 to 3 - - 40

Pacific Station—Tables 1 to 3 - - - - - - - 44

West Coast of Africa and Cape of Good Hope Station—Tables 1 to 3 - - - - - - - - - - 52

East Indies Station—Tables 1 to 3 - - - - - - 60

China Station—Tables 1 to 3 - - - - - - - 68

Australian Station—Tables 1 to 3 - - - - - - - 76

Irregular Force—Tables 1 to 3 - - - - - - - 84

Marines at Head Quarters (Artillery and Infantry)—Table showing Cases of Disease and Injury, Invalidings, Deaths, &c.—Tables 1 and 2 - - - - - - - - - 92

TO

THE RIGHT HONOURABLE

THE LORDS COMMISSIONERS OF THE ADMIRALTY.

My Lords,

I HAVE the honour to lay before you the Statistical Report of the Health of the Navy for the year 1894, as ordered to be printed by the House of Commons.

I have the honour to be,
My Lords,
Your most obedient Servant,

JAMES N. DICK,
Director General,
Medical Department of the Navy.

Admiralty,
Avenue House,
Northumberland Avenue,
1895.

TOTAL FORCE.

Total Force.

THE Returns for the Total Force may be regarded altogether as very satisfactory. The aggregate number of cases of disease and injury rendered for the year shows a ratio of 919·2 per 1,000 of the Mean Force, which is lower than any ratio during the previous thirty-eight years, even if calculated on the plan in use prior to 1887; the ratio of invaliding, 25·61 per 1,000, is lower, with the exception of 1888 and 1889, when it was 25·28 and 24·98 per 1,000 respectively, than that recorded for any year subsequent to 1856, when it was 19·03 per 1,000, the lowest point ever reached; the death-rate, though somewhat increased through casualties arising from the operations of Naval Forces engaged in punitive expeditions on the West Coast of Africa, compares favourably with those of preceding years. On the Mediterranean Station in particular, the general health of the squadron, as compared with that of the previous year, has, on the whole, undergone considerable improvement, notwithstanding an increase in the number of cases of malarial fever. The China Station also shows a large reduction in the ratio of cases when contrasted with 1893, and it is a matter of congratulation that during the outbreak of bubonic fever which raged in Hong Kong during the year, not a single case has been reported as having occurred amongst officers or men of the Navy. With reference to venereal diseases, the ratio per 1,000 of cases of primary syphilis shows an increase, and that of secondary syphilis a slight decrease when compared with the preceding year, but when the figures of the last seven years* are considered, an increase is still observable in the case of the constitutional form of that disease.

The Total Force in the service afloat, corrected for time, in the year 1894, was 64,840 officers and men, of whom 38,210, or 58·92 per cent., were between the ages of fifteen and twenty-five; 19,170, or 29·56 per cent., were between the ages of twenty-five and thirty-five; 6,400, or 9·87 per cent., were between the ages of thirty-five and forty-five; and 1,060, or 1·63 per cent., were above forty-five years of age.

The

* Since the year 1887 the Total Force has been estimated on a new basis, and in 1889 it became possible for the first time to make a comparison under the new method, for a plurality of years, consequently a biennial comparison was then inaugurated; this year a septennial one has been adopted throughout the Report, and this system of a yearly increment will be maintained in each future Report until a maximum period of ten years shall have been attained.

Total Force.

The total number of cases of disease and injury entered on the sick-list was 59,601, which is in the ratio of 919·2 per 1,000, being a decrease, compared with the previous year, of 35·22 per 1,000, and of 62·47 per 1,000 when compared with the average ratio of the last seven years.

The average number of men sick daily was 2,564·66, which is in the ratio of 39·55 per 1,000, and shows a decrease, compared with the previous twelve months, amounting to 1·77 per 1,000, and a decrease of 2·46 per 1,000 in comparison with the average of the last seven years. The number of days' sickness, on board ship and in hospital in the Total Force, was 936,101, which gives an average loss of service from disease and injury of 14·43 days for each person, and shows a decrease, compared with the preceding year, to the extent of ·65 days, and a decrease of ·91 days in comparison with the average of the last seven years.

The total number of persons invalided was 1,661, which is in the ratio of 25·61 per 1,000, and shows a decrease of 1·43 per 1,000 compared with the previous year, and of 1·14 per 1,000 contrasted with the average of the last seven years.

Out of the above total 1,109 persons were finally invalided from the service, being in the ratio of 17·1 per 1,000 for the whole force, or 66·76 per cent. of the number invalided, showing a decrease of 1·47 per 1,000 compared with 1893.*

The number of deaths was 374, which gives a ratio of 5·76 per 1,000, and exhibits a decrease of 5·53 per 1,000 in comparison with 1893, and of 1·51 on the average of the last seven years.

The average number of entries on the sick-list for disease and injury per man on the Home Station was ·77; on the Mediterranean Station, ·98; on the North American and West Indian Station, ·75; on the South East Coast of America Station, 1·33; on the Pacific Station, 1·03; on the Cape of Good Hope and West Coast of Africa Station, 1·31; on the East Indies Station, 1·41; on the China Station, 1·17; on the Australian Station, 1·; and in the Irregular Force, 1·08. The average number of cases per man in the Total Force was ·91, being ·04 less than in 1893.

The lowest sick-rate was on the North American and West Indian Station, and the highest on the China Station. The ratio per 1,000 of men sick daily on the Home Station was 39·9; Mediterranean, 35·31; North American and West Indian, 29·85: South East Coast of America, 39·91; Pacific, 38·79; Cape of Good Hope and West Coast of Africa, 47·03; East Indies, 47·37; China, 49·1; Australian, 35·12; and in the Irregular Force, 40·04. The average ratio of sickness for the

* The first total includes men temporarily invalided from foreign stations, many of whom on arrival in England, or after treatment in home hospitals, were again able to join the active force. The number finally invalided represents the waste of the Service from this cause during the year.

the Total Force was 39·55 per 1,000, which is a decrease of 1·77, when compared with the preceding year. Total Force.

The average number of men sick daily, under the various headings of disease and injury, will be found in the Appendix to the Total Force (No. 1) Table, No. 1.

The total number of persons invalided was 1,661, of whom 1,513 were invalided for disease, and 148 for injury. The ratio of invaliding for disease alone was 23·33 per 1,000, and for injury 2·28 per 1,000.

For the ratios of invaliding for disease and injury on the several stations, *see* Table No. 3, Appendix 1.

Compared with the preceding year, there has been an increase in the invaliding rate on the Mediterranean, South East Coast of America, Cape of Good Hope and West Coast of Africa and East Indies Stations, but a decrease on the other stations.

The total number of deaths was 374; of this number 263 were due to disease, and 111 to injury; the death-rate from disease alone was 4·05 per 1,000, and from injury 1·71 per 1,000.

For the ratios of deaths from disease and injury on the several stations *see* Table No. 3, Appendix 1.

Compared with 1893, there was an increase in the death-rate on the North American and West Indian, Cape of Good Hope and West Coast of Africa, East Indies, and Australian stations, but a diminution on the other stations.

In the Appendix (No. 1) there is a table (No. 4) which shows the ratio per 1,000 of force of all cases of disease and injury entered on the sick-list, as well as of the invaliding and mortality from the different classes of disease and injury on the various stations during the year.

General Diseases, Group A.—Sub-Group 1.—The entries on the sick-list of the Total Force in this group during this year were 4,213; of these, thirty-three were invalided, and there were forty-nine deaths.

Small-pox.—Eighteen cases are recorded; they occurred on the following stations, viz., on the Home, one; on the Mediterranean, one; on the Pacific, one; on the Cape of Good Hope and West Coast of Africa, eight; and on the China, seven.

Chicken Pox.—Twenty-one cases occurred, twenty of which are returned from the Home Station and one from the East Indies.

Measles.—The cases of measles numbered 119; of these, 101 were on the Home Station, five on the Pacific, ten on the East Indies; and three on the China Station.

Epidemic Rose Rash.—There is a report of five cases, viz.: one from the Home and four from the China Station.

Total Force.

Scarlet Fever.—One hundred and three cases appear in the returns, all of which occurred on the Home Station, with the exception of one case which is returned from the North American and West Indian Station. There were five deaths from this disease.

Dengue.—There is a record of two cases of this disease which occurred on the Australian Station.

Simple Continued Fever.—Of this affection 2,042 cases are shown; of these, 148 were on the Home Station, 531 on the Mediterranean, ninety-six on the North American and West Indian, sixty-two on the South East Coast of America, eighty-eight on the Pacific, 142 on the Cape of Good Hope and West Coast of Africa, 404 on the East Indies, 249 on the China, sixty-six on the Australian, and 256 in the Irregular Force. Nine of these were invalided, and there was one death.

Enteric Fever.—There were 145 entries for this disease during the year; of which sixty-three appear on the Home Station, twenty-six on the Mediterranean, three on the North American and West Indian, one on the South East Coast of America, five on the Pacific, three on the Cape of Good Hope and West Coast of Africa, nine on the East Indies, seventeen on the China, five on the Australian, and thirteen in the Irregular Force. The entire number of deaths was thirty-one; the invalidings were twelve.

Yellow Fever.—Two cases of this affection occurred in the records of the South East Coast of America Station; both were invalided and one died on the passage home.

Dysentery.—Seventy-one cases are shown in the returns, three of which were on the Home Station, eight on the Mediterranean, one on the North American and West Indian, two on the South East Coast of America, twenty on the Cape of Good Hope and West Coast of Africa, seventeen on the East Indies, sixteen on the China, one on the Australian, and three in the Irregular Force. Nine cases were invalided, and nine deaths occurred.

Influenza.—There were 1,575 cases, of which 684 were on the Home Station, 528 on the Mediterranean, eighty-three on the North American and West Indian, 126 on the South East Coast of America, fifty-nine on the East Indies, twenty-four on the China, sixty-three on the Australian, and eight in the Irregular Force. There was one invaliding, and there were two deaths from this affection.

Mumps.—Of this disorder thirteen cases appear, viz., ten on the Home Station, and one on the Mediterranean, North American and West Indian and Pacific stations respectively.

Diphtheria.

Total Force.

Diphtheria.—Eight cases are returned, all of which, with one exception in the Irregular Force, occurred on the Home Station.

General Diseases, Group A.—Sub-Group 2.—*Malarial Fevers.*—The cases of malarial disease recorded are 1,582, twenty-three of which ended fatally, and 154 were invalided. The highest number is reported from the Cape of Good Hope and West Coast of Africa Station, which contributes to the aggregate 729; Mediterranean, 464; Home, 111; East Indies, eighty-nine; China, thirty-two; Pacific, twenty-five; North American and West Indian, twenty-one; South East Coast of America, five; and the Irregular Force, ninety.

General Diseases, Group A.—Sub-Group 3.—*Septic Diseases.*—Forty-five cases of erysipelas and one of pyæmia are included in this sub-group. One case terminated fatally.

General Diseases, A.—Sub-Group 4.—*Venereal Diseases.*—There are here returned 9,719 cases; of these, 3,419 were of primary syphilis, 1,656 of secondary syphilis, and 4,644 of gonorrhœa and its sequelæ. The number invalided for these diseases was 186, and there were three deaths; 5,172 of them are found in the records of the Home Station.

Syphilis.—Of the primary form of this disease, 3,419 cases were under treatment, as well as 1,656 cases of secondary syphilis. The former is in the ratio of 52·72 per 1,000, and shows an increase of 1·06 per 1,000, while the latter equals 25·53 per 1,000, and exhibits a decrease equivalent to ·96 per 1,000 when compared with 1893: there is a diminution of 3·66 per 1,000 under primary, but an increment of 1·2 per 1,000 under secondary syphilis when this year's ratios are contrasted with those of the last seven years. The returns from the following stations show increases in the ratio of primary syphilis, viz., the Home Station, of 2·26 per 1,000; the South East Coast of America, of 8·33; the Pacific, of 11·11; the Australian, of 10·55; and in the Irregular Force of 2·: decreases, however, are seen in the Mediterranean Station, of 1·32; North American and West Indian, of 3·12; Cape of Good Hope and West Coast of Africa, 4·37; the East Indies, ·68, and China, 4·21. The invaliding ratio of the Total Force for secondary syphilis was 1·91 per 1,000, a decrease of ·35 per 1,000 when compared with 1893.

Gonorrhœa and its Sequelæ.—The number of cases of gonorrhœa, including the sequelæ of the disease, recorded is 4,644, giving a ratio per 1,000 of 71·62; in the previous year the ratio was 76·87. The China Station with 103·71 per 1,000, the Australian with 98·14 per 1,000, and the Irregular Force with 85·66 per 1,000, show the highest ratios.

General Diseases, Group B.—In this group appear 207 cases, viz., forty-two of parasitic disease; seventy-seven attri-

Total Force.

buted to the effects of climate or of heat; and eighty-eight of alcoholism. Fourteen invalidings took place for the effects of climate or of heat, and two for alcoholism.

General Diseases, Group D.—In this group appear 2,556 cases of rheumatism, fifty-four of tubercular diseases, and 220 of gout, new growths, diabetes mellitus, and other diseases.

Rheumatism.—The number of cases of rheumatism under treatment during the year was 2,556, being in the ratio of 39·42 per 1,000, the ratio in the previous year having been 41·28, thus, as compared with that year, a decrease of 1·86 per 1,000 is apparent; there is likewise a decrease, equal to 4·74, in comparison with the average ratio of the last seven years. The number invalided was 109, being in the ratio of 1·68 per 1,000, and the deaths were seven, equivalent to ·1 per 1,000. The invaliding ratio is ·41 lower than that of the preceding year, while the death-rate remains practically the same. The average duration of each case was 18·46 days, and the number of men daily ineffective, 129·27; the latter number exhibiting an increase of 13·14 as compared with 1893.

Tubercular Diseases.—Fifty-four cases of these diseases are returned as having been under treatment, of which twenty-one were invalided and sixteen died. The ratio of cases for the Total Force was ·83 per 1,000; of invaliding, ·32 per 1,000, and of deaths, ·24 per 1,000.

Class II.—Local Diseases.

Diseases of the Nervous System, &c.—There are 1,831 cases reported during the year, with 294 invalidings and twenty-nine deaths. Of the total number of cases, 111, with sixty-four invalidings, are classed as mental diseases. The East Indies Station shows the highest ratio of cases, the Australian and the Cape of Good Hope and the West Coast of Africa coming next.

Diseases of the Circulatory System.—In this class 279 cases appear; of these, 166 were invalided and twenty died. The ratio of cases is 4·3 per 1,000, a decrease of ·93 per 1,000 compared with the preceding year. The Cape of Good Hope and West Coast of Africa, the China and Australian Stations, return the highest ratios.

Diseases of the Respiratory System.—The number of cases comprised under this nomenclature is 6,595; the invalidings number 234, and the deaths seventy-four. The ratio of cases is 101·71 per 1,000, and shows a decrease of 14·22 per 1,000 in comparison with the previous year; the invaliding ratio of 3·6 per 1,000 shows a decrease of ·64 per 1,000, and the death-rate a decrease of ·09 per 1,000 when contrasted with 1893.

1893. Catarrh, or ordinary cold, accounts for 5,096 cases; bronchitis for 375, and pneumonia for 491 of the total number of cases; while of the entire mortality fifty-three deaths are shown as having happened on the Home Station. The Home, the South East Coast of America, and the Cape of Good Hope and West Coast of Africa Stations, and also the Irregular Force, show the largest ratio of cases, while the invaliding ratios of the Home, the Mediterranean, the Cape of Good Hope and West Coast of Africa and East Indies Stations are the highest. Total Force.

Diseases of the Digestive System.—The cases under this head numbered 7,846, the ratio being 121 per 1,000. There were 166 invaliding, showing a ratio of 2·56 per 1,000, and the deaths, which amounted to fifteen, show a ratio of ·23 per 1,000. This class of disease showed the highest case ratios on the China, Cape of Good Hope and West Coast of Africa, South East Coast of America, and East Indies Stations. Sore throat and quinsy contributed 3,457; diarrhœa, 1,837; and dyspepsia, 835 cases to the entire number. One hundred and thirteen persons were invalided for hernia.

Diseases of the Lymphatic and Glandular System.—A total of 737 cases of bubo and other diseases is recorded, for which five persons were invalided.

Diseases of the Urinary and Generative Systems.—There were 566 cases under treatment during the year; the ratio was 8·72 per 1,000, showing an increase of 1·56 per 1,000 compared with 1893. The invaliding numbered fifty-five, equal to ·84 per 1,000, and the deaths sixteen, the ratio per 1,000 being ·24. Twenty-one of the invalidings and fifteen of the deaths were due to diseases of the kidneys, while fifteen of the invalidings were for varicocele.

Diseases of the Organs of Locomotion.—These diseases are represented by a total of 442 cases, 186 of which were affections of the joints, and 207 of the bursæ. Thirty-two cases were invalided.

Diseases of the Connective Tissue and Skin.—Under this head 11,246 cases are recorded; the ratio per 1,000 was 173·44, which is 4·95 per 1,000 in excess of that of 1893. There were thirty invalidings, which show a ratio of ·46 per 1,000, or ·1 per 1,000 below that of the previous year. The highest ratio of cases was on the East Indies Station, where it reached 304·27 per 1,000.

Of Scabies 1,323 cases are returned, 1,076 of which were from the Home Station.

Poisoning.—There are fifty cases attributed to the action of various poisons. There was no invaliding or death.

Wounds and Injuries.—Eleven thousand four hundred and five cases of injuries of various kinds occurred during the year,

Total Force.

year, the ratio per 1,000 being 175·89. This number comprises 205 general, and 11,122 local injuries, besides seventy-eight wounds in action. The general injuries included three cases of burns or scalds, 114 of heat-stroke, sixteen of multiple injury, and seventy-two of submersion. The local injuries recorded were 781 of burns or scalds, and 10,341 of wounds, fractures, contusions, &c. The seventy-eight cases of wounds returned as having been received in action, occurred in punitive expeditions against Fodey Silah, a chief in the Combo country on the Gambia, and up the Brohemie Creek against chief Nana. There were 148 invalidings for injury, and 103 deaths, the invaliding ratio being 2·28 per 1,000, and the death ratio 1·58 per 1,000. The fatal cases of injury comprised one of burns, three of heat-stroke, twelve of multiple injury, fifty of submersion, sixteen of wounds or fractures, and twenty-one of wounds in action.

Suicide.—There were eight deaths by suicide during the year, viz., two by shooting, two by hanging, two by poisoning, one from cut throat, and one by drowning.

A Table of the Deaths by Violence and Suicide is given at page 11.

AGE TABLES.

The following Table shows the ratio per 1,000 for the whole Force, at the different age-periods, for 1894, in contrast with those for the year 1893 :—

CASES.

	I.	II.	III.	IV.
	15 to 25.	25 to 35.	35 to 45.	Above 45.
1893 -	1067·53	872·87	635·33	782·79
1894 -	987·75	888·31	636·4	714·15
INVALIDS.				
1893 -	27·37	25·12	29·03	38·7
1894 -	26·35	23·63	26·71	28·3
DEATHS.				
1893 -	10·54	10·58	15·24	23·65
1894 -	4·6	6·36	9·06	16·98

The

The following Tables show the ratios under each age-period, arranged according to stations:— Total Force.

CASES.

	I.	II.	III.	IV.
Home	857·9	712·66	476·9	605·
Mediterranean	1038·81	933·33	844·44	870·
North America and West Indies	868·42	627·	622·22	666·66
South East Coast of America	1188·63	1665·	1327·27	800·
Pacific	1133·33	973·07	638·7	1266·66
Cape of Good Hope and West Coast of Africa	1323·37	1393·93	1004·	900·
East Indies	1636·78	1355·84	763·63	1900·
China	1306·48	1103·07	730·3	1650·
Australia	1084·32	946·15	813·33	1250·
Irregular	1165·9	997·61	876·	1200·

INVALIDS.

	I.	II.	III.	IV.
Home	27·62	19·35	16·37	15·
Mediterranean	31·35	32·42	62·22	40·
North America and West Indies	11·84	13·	33·33	133·33
South East Coast of America	22·72	30·	18·18	200·
Pacific	9·67	15·38	32·25	—
Cape of Good Hope and West Coast of Africa	44·8	44·44	52·	100·
East Indies	29·88	53·24	31·81	300·
China	22·16	23·84	18·18	100·
Australia	17·16	9·61	23·33	50·
Irregular	17·2	18·45	22·	25·

DEATHS.

	I.	II.	III.	IV.
Home	4·24	5·13	10·23	16·25
Mediterranean	2·88	5·15	5·55	10·
North America and West Indies	2·63	4·	11·11	—
South East Coast of America	—	10·	—	—
Pacific	2·15	—	—	66·66
Cape of Good Hope and West Coast of Africa	19·48	20·2	20·	—
East Indies	4·59	7·79	13·63	—
China	4·86	8·46	3·03	50·
Australia	5·97	12·5	6·66	50·
Irregular	4·54	3·57	8·	—

Total Force.

TABLE showing the Ratio per 1,000 of Cases, Invalidings, and Deaths on the different Stations during the Year, as compared with an Average for Seven Years :—

STATIONS.	Ratio per 1,000 of Force of Cases placed on the Sick-list.		Ratio per 1,000 of Force Invalided.		Ratio per 1,000 of Force Dead.	
	For the Year 1894.	Average Ratio for Seven Years.	For the Year 1894.	Average Ratio for Seven Years.	For the Year 1894.	Average Ratio for Seven Years.
Home - - -	776·26	785·35	24·09	22·34	5·37	6·13
Mediterranean - -	965·88	1100·4	34·5	41·66	3·92	11·84
North America and West Indies -	757·09	988·	15·6	24·71	3·9	4·72
South East Coast of America -	1332·85	885·27	25·71	20·75	2·85	6·67
Pacific - - -	1035·8	1010·07	13·58	23·63	1·85	4·78
Cape of Good Hope and West Coast of Africa - -	1316·78	1191·14	45·71	35·06	19·64	6·26
East Indies - -	1419·78	1615·51	41·17	57·18	6·95	10·71
China - - -	1178·57	1297·09	22·85	26·06	6·28	6·
Australia - -	1002·22	1183·08	15·18	20·67	9·25	5·94
Irregular Force -	1085·47	1141·58	18·11	17·04	4·52	8·49
Total Force - -	919·2	981·67	25·61	26·75	5·76	7·27

TABLE showing the Increase and Decrease during the Year 1894 in the Ratio of Cases, Invalidings, and Deaths, on the different Stations, compared with the average Ratios for the previous Seven Years :—

	Home.	Mediterranean.	North America and West Indies.	South East Coast of America.	Pacific.	Cape of Good Hope and West Coast of Africa.	East Indies.	China.	Australia.	Irregular.	TOTAL.
INCREASE :											
Cases - - - -	-	-	-	447·58	25·73	125·64	-	-	-	-	-
Invalidings - -	1·75	-	-	4·96	-	10·65	-	-	-	1·07	-
Deaths - - -	-	-	-	-	-	13·38	-	·28	3·31	-	-
DECREASE :											
Cases - - - -	9·09	114·52	230·91	-	-	-	195·73	118·52	180·86	56·11	62·47
Invalidings - -	-	7·16	9·11	-	10·05	-	16·01	3·21	5·49	-	1·14
Deaths - - -	·76	7·92	·82	3·82	2·93	-	3·76	-	-	3·97	1·51

TABLE

TABLE showing the Increase and Decrease in the Ratios of Cases, Invalidings, and Deaths, on the different Stations, compared with the previous Year :—

	Home.	Mediterranean.	North America and West Indies.	South East Coast of America.	Pacific.	Cape of Good Hope and West Coast of Africa.	East Indies.	China.	Australia.	Irregular.	TOTAL.
INCREASE :											
Cases - - - -	-	-	-	576·25	-	79·92	126·13	-	-	13·	-
Invalidings - -	-	·62	-	3·07	-	3·74	8·98	-	-	-	-
Deaths - - -	-	-	·07	-	-	16·36	3·05	-	3·57	-	-
DECREASE :											
Cases - - - -	30·74	61·04	55·93	-	155·55	-	-	124·7	81·49	-	35·22
Invalidings - -	·72	-	12·36	-	9·87	-	-	10·21	4·51	·3	1·43
Deaths - - -	·11	40·59	-	8·47	3·09	-	-	·27	-	1·02	5·53

TABLE showing the Deaths by Violence in the Royal Navy in the Year 1894 :—

Falls from Aloft.	Wounds, Fractures, &c.	General Burns.	Drowned.	Submersion.	Wounds in Action.	Suicide by					TOTAL.
						Hanging.	Shooting.	Poisoning.	Cut Throat.	Drowning.	
2	26	1	48	2	21	2	2	2	1	1	108

Heat-stroke, though classed as a General Injury, is not included in this Table; there were three deaths from heat-stroke during the year 1894.

Total Force.

TABLE showing the Ratio per 1,000 of Deaths from all Causes, and from Disease alone in the Service Afloat, from the Year 1856 to 1894, inclusive.

YEAR.	Death-rate from all Causes.	Death-rate from Disease alone.	YEAR.	Death-rate from all Causes.	Death-rate from Disease alone.
1856	15·5	12·1	1874	9·4	6·7
1857	19·4	14·7	1875	8·8	6·9
1858	25·8	22·	1876	9·24	5·99
1859	16·7	11·8	1877	7·05	4·91
1860	14·7	11·1	1878	14·41	5·32
1861	15·	11·5	1879	8·58	6·23
1862	15·3	9·6	1880	12·57	4·62
1863	11·3	7·6	1881	10·94	5·27
1864	14·	9·	1882	9·49	6·87
1865	11·3	8·1	1883	5·88	4·05
1866	10·2	7·9	1884	9·	5·83
1867	11·5	8·4	1885	7·04	4·77
1868	8·9	6·5	1886	6·88	5·04
1869	9·9	7·3	1887	8·32	4·89
1870	19·6	6·7	1888	5·71	3·95
1871	8·5	6·3	1889	5·33	3·87
1872	8·2	5·6	1890	8·54	4·14
1873	8·3	6·	1891	6·17	4·68
			1892	5·58	4·5
			1893	11·29	4·07
			1894	5·76	4·05

HOSPITALS.

Summary for the Year 1894.

The sickness and mortality from the Service Afloat met with in the Hospitals are also included in the General Statistics, cases of invaliding and deaths due to foreign service being, as far as possible, returned on the stations where the illness or hurt was contracted.

Home Hospitals, 1894

HOSPITALS.	Number of Cases under Treatment.			Number Invalided.				Number Dead.				Number Discharged Cured.				Average Number of Persons Daily under Treatment.	Average Number of Days' Treatment per Case.	Number of Patients for whom there is Accommodation.		
	Medical.	Surgical.	Total.	Medical.	Surgical.	Total.	Ratio per 1,000 of Cases under Treatment.	Medical.	Surgical.	Total.	Ratio per 1,000 of Cases under Treatment.	Medical.	Surgical.	Total.	Ratio per 1,000 of Cases under Treatment.			Officers.	Seamen and Marines.	Total.
Haslar - -	2,129	3,729	5,858	311	222	533	90·98	36	8	44	7·51	1,667	3,201	4,868	831·	522·26	32·54	68	1,230	1,298
Plymouth - -	1,185	2,771	3,956	112	104	216	54·6	42	9	51	12·89	957	2,481	3,438	869·05	374·28	34·53	50	600	650
Chatham - -	649	1,095	1,744	180	61	241	138·18	21	1	22	12·61	413	960	1,373	787·27	149·22	30·07	10	228	238
Haulbowline -	60	123	183	8	3	11	60·1	1	1	2	10·92	49	115	164	896·17	15·9	31·18	10	115	125

Note.—The above figures apply only to officers and men belonging to the Service Afloat and to Royal Marine Head Quarters; they do not include half-pay and retired officers, men belonging to the Coast Guard, dockyardsmen, pensioners, &c., who also receive treatment in these establishments.

Haslar Hospital.

Hospitals.

Medical Wards.*—During the year 1894 there were 2,129 cases under treatment, a decrease of twenty-seven when compared with the previous year. The most prevalent diseases, in order of frequency, were: catarrh, which gave 464 admissions; sore throat, 229; rheumatism, 204; pneumonic phthisis, 103; pneumonia, eighty-five; organic disease of the heart, seventy-one; measles, sixty-one; and bronchitis, fifty-seven.

Invaliding.—Three hundred and eleven cases, in the ratio of 146·07 per 1,000, were invalided and discharged as unfit, an increase of fifty-eight cases compared with 1893. The diseases resulting in invaliding were as follow: pneumonic phthisis, seventy-four; organic disease of the heart, seventy; insanity, forty-three; and functional disease of the heart, thirty-two. Twenty-three patients also were invalided for rheumatism, twelve for epilepsy, four for pleurisy, and for remittent fever, paralysis, asthma, and dyspepsia, three cases of each disease. Two persons were invalided for hypochondriasis, two for disease of the stomach, and two for disease of the liver. Enteric fever, new growth, disease of the spinal cord, chorea, aneurysm, bronchitis, disease of the kidneys, disease of the joints, submersion, and injury, furnished one case of each disease.

Mortality.—There were thirty-six deaths, or one more than in the previous year; of these, ten were due to pneumonic phthisis, seven to pneumonia, four to enteric fever, two to scarlet fever, two to dysentery, two to disease of the brain, two to insanity, two to disease of the kidneys, and one under each of the following nomenclatures: paralysis, organic disease of the heart, bronchitis, pleurisy, and hepatitis.

Surgical Wards.†—There were 3,729 cases under treatment during the year, a decrease of ten as compared with 1893. Of these cases, 222 were invalided, an increase of three as compared with the previous year. Syphilis, gonorrhœa, and their sequelæ are accountable for 111 invalidings; one case was invalided for scrofula, and 110 for local diseases, including injuries. Eight cases terminated fatally, a decrease of one as compared with the previous year. The deaths were due

* Deputy Inspector-General George Maclean, M.B., M.A.
† Deputy Inspector-General Walter Reid, M.D.

Hospitals.

due to erysipelas, syphilis secondary, disease of the bladder, abscess, phthisis, general burns, fracture, and rupture of intestine, one case of each disease.

Venereal Diseases.—There were 2,026 cases of venereal diseases under treatment during the year, an increase of seventy-one as compared with 1893, in which year there were 624 cases of primary syphilis, 368 of secondary syphilis, and 963 of gonorrhœa and its sequelæ; in 1894 the numbers respectively were 741, 366, and 919. From these figures it will be seen that an increase has taken place in the admissions for syphilis and a decrease in the other forms of venereal disease. There has been an increase of nine cases in the invaliding for syphilis, as compared with 1893. The invalidings for gonorrhœa and its sequelæ show an increase of sixteen when compared with the previous year.

Scabies.—Four hundred and fifty-two cases were under treatment, an increase of fifty-four admissions as compared with 1893.

Wounds and Injuries.—There was a decrease in the number of cases treated, from 264 in 1893 to 234 in 1894, but an increase of one in the number invalided when compared with the preceding year. There were three deaths, viz., one from general burns, one from fracture, and one from rupture of intestine.

Plymouth Hospital.

Medical Wards.*—Eleven hundred and eighty-five cases were under treatment during the year 1894, a decrease of six hundred and nine when compared with the previous year. The diseases furnishing the greatest number of cases were, in order of frequency: pneumonia, which gave 136 admissions; sore throat, 133; catarrh, 117; rheumatism, 111; and pneumonic phthisis, eighty-one. There were also thirty cases of scarlet fever and twenty-nine cases of enteric fever under treatment.

Invalidings.—One hundred and twelve cases were invalided, a decrease of eighty-one on the previous year; the causes being pneumonic phthisis in forty cases; diseases of the heart in thirty-eight; and insanity in eight. For rheumatism, epilepsy, and disease of the kidneys, three cases of each; for meningitis, pneumonia, paralysis, bronchitis, and vertigo, two cases of each; for pleurisy, asthma, chorea, emphysema, diabetes mellitus, constipation, and injury, one case of each disease.

Deaths.

* Deputy Inspector-General James W. Fisher, M.D.

Deaths.—Forty-two cases proved fatal. The cause of death was enteric fever, in thirteen cases; pneumonic phthisis, in ten; pneumonia, in six; disease of the heart, pleurisy, and disease of the kidneys, three cases of each; meningitis, in two cases; apoplexy and gangrene of the lung, one case of each disease.

Surgical Wards.*—There were 2,771 cases under treatment during the year 1894, an increase of 143 when compared with the preceding year. The principal diseases prevailing were, in order of frequency: gonorrhœa, primary and secondary syphilis, scabies, injuries, ulcer, and abscess.

There were 104 invalidings, against 125 in the previous year. The chief causes of invaliding were secondary syphilis injuries, and diseases of the eye and ear.

There were nine deaths: one from erysipelas, two from secondary syphilis, two from malignant new growth, one from cystitis, and three from abscess.

Venereal diseases show an increase. In 1893 there were 558 cases of primary syphilis, 231 cases of secondary syphilis, and 514 cases of gonorrhœa, admitted into this hospital. In 1894, 581 cases of primary syphilis, 310 cases of secondary syphilis, and 730 cases of gonorrhœa, came under treatment.

The percentage of admissions for venereal diseases in 1894 was 53·3, as compared with 49·5 in 1893.

In 1893 there were invalided: nineteen cases of syphilis and eight of the sequelæ of gonorrhœa. In 1894, twenty-two cases of syphilis and ten of the sequelæ of gonorrhœa were invalided.

Scabies.—Two hundred and forty-eight cases were under treatment, an increase of 108 as compared with 1893.

Diseases of the Eye.—There were forty-nine admissions in 1894, or 1·7 per cent.; in the previous year there were fifty-six cases, or 2·1 per cent. The invalidings were ten.

Diseases of the Ear.—In 1893 there were sixty-seven admissions, with a percentage of 2·5, as compared with twenty-five admissions, with a percentage of ·93 in 1894.

Ulcer.—One hundred and twenty-six cases, or 4·5 per cent., were admitted in 1894; while in 1893, 175 cases, or 6·6 per cent., were under treatment.

Diseases of the Lymphatic System.—The cases admitted in 1894 numbered ninety-seven, being 3·5 per cent. In 1893, ninety-nine, or 3·7 per cent., were treated.

Wounds and Injuries.—In 1894, 200 cases were admitted, or 7·2 per cent. In 1893, 242 cases, or 9·2 per cent. of the total admissions, came under treatment.

* Fleet Surgeon Michael Fitzgerald.

Hospitals.

Chatham Hospital.*

The number of cases under treatment during the year 1894 was 1,744, a decrease of 305 when compared with the previous year.

The principal diseases which prevailed in 1894 were, in order of frequency: venereal diseases, diseases of the connective tissue and skin, diseases of the respiratory system, diseases of the digestive system, local injuries, and rheumatism. The cases invalided numbered 241, in the ratio of 138·18 per 1,000 under treatment, being an increase of 37·13 per 1,000, as compared with the previous year.

The principal causes of invaliding were: disease of the heart, in thirty-six cases; pneumonic phthisis, in thirty-three; epilepsy, in fifteen; rheumatism, in thirteen; disease of the eye, in twelve; and insanity, in eleven cases.

There were twenty-two deaths, in the ratio of 12·61 per 1,000; while in 1893 the ratio was 10·02 per 1,000 of those under treatment. This mortality was caused by nine cases of pneumonic phthisis, two of pneumonia, two of enteric fever, one of scarlet fever, one of alcoholism, one of apoplexy, one of meningitis, one of disease of the heart, one of aneurysm, one of hepatitis, one of disease of the kidneys, and one of injury.

Venereal Diseases.—There were 491 admissions during 1894, against 619 in 1893, a decrease of 128 cases. Of these, six were invalided.

Scabies.—One hundred and forty-six cases were admitted, as compared with 144 in 1893.

Injuries.—Under this heading 112 cases were admitted, of which thirteen were invalided, and one died.

Haulbowline Hospital.†

During the year 1894 the number of cases treated in this hospital was 183, an increase of sixty as compared with the previous year. The number invalided was eleven, in the ratio of 60·1 per 1,000 of those under treatment. There were two deaths, in the ratio of 10·92 per 1,000 cases.

Medical Report.—The principal diseases for which patients were admitted were, in order of frequency: diseases of the respiratory system, diseases of the nervous system and organs of the special senses, and diseases of the digestive system.

The

* Deputy Inspector-General Belgrave Ninnis, M.D.
† Fleet Surgeon William B. Drew.

The causes of invaliding were: pneumonic phthisis, in four cases; and one under each of the following affections; rheumatism, epilepsy, insanity, and organic disease of the heart.

One death occurred from disease of the kidneys.

Surgical Report.—The principal causes of admissions were as follow: venereal diseases, diseases of the connective tissue and skin, and local injuries. Three cases were invalided, viz., disease of the eye, one case; disease of the ear, one case; and aneurysm, one case. There was one death from fracture.

Venereal Diseases.—Sixty-two admissions, in the ratio of 338·79 per 1,000, comprising seventeen cases of primary syphilis, twenty-two of secondary syphilis, and twenty-three of gonorrhœa and its sequelæ.

Royal Naval Hospital (Lunatic Asylum), Great Yarmouth.*

In the Royal Naval Hospital (Lunatic Asylum), Great Yarmouth, on the 1st January 1894, there remained 194 patients; of these, fifty-five were officers and 139 seamen, marines, and pensioners. The types of mental disease were as follow:—

Mania	86
Melancholia	19
Dementia	74
Paralysis of the Insane	15
Total	194

Twelve patients were admitted during the year, viz., six officers, and six seamen and pensioners. The types of mental disease were as follow:—

Mania	5
Melancholia	2
Dementia	4
Paralysis of the Insane	1
Total	12

During the year one man was discharged cured, one man and one officer relieved; nineteen patients died, viz., two officers and seventeen seamen, marines, and pensioners. The following

* Fleet Surgeon John Wilson, M.D., M.A.

Hospitals.

following table gives the mental disease on admission, and the immediate cause of death:—

Diseases for which Admitted.	Immediate Cause of Death.	Nos.
Mania	Old age	1
	Apoplexy	1
	Paralysis	3
	Pneumonic phthisis	1
	Peritonitis	1
	Disease of kidneys	2
Dementia	Tubercle	1
	Old age	1
	Malignant new growth	1
	Paralysis	2
	Bronchitis	2
Paralysis of the Insane	Paralysis of the Insane	3
	Total	19

Hospitals Abroad, 1894.

HOSPITALS.	Number of Cases under Treatment.			Number Invalided.				Number Dead.				Number discharged Cured.				Average Number of Persons Daily under Treatment.	Average Number of Days' Treatment per Case.	Number of Patients for whom there is Accommodation.		
	Medical.	Surgical.	Total.	Medical.	Surgical.	Total.	Ratio per 1,000 of Cases under Treatment.	Medical.	Surgical.	Total.	Ratio per 1,000 of Cases under Treatment.	Medical.	Surgical.	Total.	Ratio per 1,000 of Cases under Treatment.			Officers.	Seamen and Marines.	Total.
Malta - - -	797	561	1,358	222	52	274	201·76	20	3	23	16·93	494	426	920	677·46	131·77	35·41	58	222	280
Gibraltar - -	109	113	222	28	6	34	153·15	3	–	3	13·51	66	83	149	671·17	21·25	34·95	9	110	119
Bermuda - -	145	152	297	14	5	19	63·97	3	–	3	10·1	113	136	249	838·38	19·63	24·13	7	60	67
Jamaica - -	30	24	54	2	–	2	37·03	1	–	1	18·51	25	20	45	833·3	2·49	16·87	6	78	84
Ascension - -	182	39	221	15	3	18	81·44	7	–	7	31·67	143	45	188	850·67	16·69	27·56	13	60	73
Cape of Good Hope	132	237	369	26	13	39	105·69	3	–	3	8 13	87	193	280	758·8	25·6	25·3	6	74	80
Hong Kong - -	171	153	324	25	17	42	129·62	5	–	5	15·43	96	136	232	716·04	29·1	32·8	10	48	58
Yokohama - -	50	79	129	10	6	16	124·02	2	1	3	23·25	38	65	103	798·44	14·8	42·2	13	82	95
Esquimalt - -	45	120	165	0	3	12	72·72	1	–	1	6·06	33	112	145	878·78	15·8	35·	4	31	35

Note.—The above figures apply only to officers and men belonging to the Service Afloat and to Royal Marine Head Quarters; they do not include half-pay and retired officers, men belonging to the Coast Guard, dockyardsmen, pensioners, &c., who also receive treatment in these establishments.

Hospitals.

Malta Hospital.*

During the year 1894 the number of cases under treatment shows an increase of fifty-five as compared with the previous year; 274 cases were invalided, in the ratio of 201·76 per 1,000 of those under treatment; and twenty-three died, in the ratio of 16·93 per 1,000 cases.

The increase in the number of admissions this year has been due principally to the following diseases: viz., secondary syphilis, scabies, pneumonic phthisis, influenza, rheumatism, ague, insanity, and organic disease of the heart.

The chief causes of invaliding were, in order of frequency: remittent fever, organic disease of the heart, pneumonic phthisis, secondary syphilis, rheumatism, and insanity.

Of the deaths, four were from enteric fever, four from remittent fever, four from pneumonic phthisis, three from organic disease of the heart, two from rheumatic fever, two from pneumonia, one from disease of the ear, one from disease of the kidneys, and two from injury.

Venereal Diseases.—Two hundred and thirty-six cases were admitted, as compared with 261 in the previous year. Fourteen were invalided for secondary syphilis, and one for the sequelæ of gonorrhœa.

Gibraltar Hospital.†

The number under treatment in this Hospital during the year 1894 was 222, of whom thirty-four were invalided. There were three deaths. The principal diseases which prevailed in 1893 were, in order of frequency, venereal diseases, simple continued fever, injuries, pneumonic phthisis, and enteric fever.

Thirty-four cases were invalided, in the ratio of 153·15 per 1,000 of those under treatment, for the following causes: simple continued fever in nine cases, pneumonic phthisis in eight cases, organic disease of the heart in two cases; enteric fever, remittent fever, effects of climate, secondary syphilis, sequelæ of gonorrhœa, epilepsy, insanity, hypochondriasis, rheumatism, pneumonia, disease of the kidneys, hernia, disease of the bladder, disease of the joints, and injury, one case of each.

The three deaths were due to the following causes, viz., pneumonia in two cases, and general paralysis of the insane in one case.

Venereal Diseases.—Sixty-one cases were admitted, comprising twenty-two of primary syphilis, sixteen of secondary syphilis, and twenty-three of gonorrhœa and its sequelæ.

Ten cases of scabies were admitted.

---

* Deputy Inspector-General Henry Macdonnell.
† Staff Surgeon Arthur W. May.

Bermuda Hospital.*

In this Hospital the number of cases treated during the year 1894 was 297; the invalidings numbered nineteen, and there were three deaths.

The principal cases in 1894 were, in order of frequency, venereal diseases, rheumatism, influenza, simple continued fever, catarrh, and enteric fever.

Nineteen cases were invalided, in the ratio of 63·97 per 1,000 of those under treatment, for the following causes: rheumatism, four cases; pneumonic phthisis, and disease of the kidneys, two of each; secondary syphilis, insanity, disease of the ear, functional disease of the heart, bronchitis, diarrhœa, hepatitis, disease of the bladder, poisoning by lead, one case of each; and two cases of local injury.

The deaths were caused by scarlet fever, rheumatic fever, and disease of the brain, one case of each.

Jamaica Hospital.†

During the year the number under treatment in hospital was fifty-four as compared with fifty-six in 1893. Two cases were invalided for epilepsy and for insanity, respectively.

One death occurred from apoplexy.

Venereal Diseases.—Two cases of primary syphilis, and six of gonorrhœa were admitted during the year. In 1893 eight cases of primary syphilis, seven of secondary syphilis, and four of gonorrhœa and its sequelæ were admitted.

Ascension Hospital.‡

The total number of cases under treatment in this establishment during the year was 221, an increase of 135 as compared with the previous year. The principal cause of admission and of the increased number of cases was malarial fever.

Eighteen persons were invalided, in the ratio of 81·44 per 1,000 under treatment, for the following diseases: remittent fever, ten cases; injuries, two cases; insanity, pneumonic phthisis, pleurisy, organic disease of the heart, disease of the intestines, and disease of the skin, one case of each.

Of the seven deaths, five were due to remittent fever and two to pneumonia.

---

* Deputy Inspector-General Thomas Browne, M.D.
† Deputy Inspector-General Thomas S. Burnett.
‡ Staff Surgeon Charles James.

Hospitals.

Cape of Good Hope Hospital.*

The total number of cases under treatment during the year 1894 was 369, being an increase of thirty compared with the previous year. The most prevalent diseases were, in order of frequency, venereal diseases, local injuries, diseases of the digestive system, diseases of the respiratory system, diseases of the connective tissue and skin, rheumatism, and malarial fevers.

Thirty-nine cases were invalided as compared with forty-three in 1893, the principal causes of invaliding being diseases of the respiratory system, six cases; of the nervous system, four cases; and for enteric fever, malarial fever, and wounds in action, three cases of each.

Three deaths occurred; two from pneumonia, and one from disease of the liver and intestines.

Venereal Diseases.—One hundred and ten cases were admitted during the year, as compared with eighty-two in 1893. These comprised thirty-seven cases of primary syphilis, fourteen of secondary syphilis, and fifty-nine of gonorrhœa and its sequelæ. Two cases of scabies were admitted.

Hong Kong Hospital.†

The number of cases under treatment during the year 1894 was 324, being a decrease of ninety-four compared with the preceding year.

Forty-two patients were invalided as compared with fifty-two in 1893, the causes being syphilis secondary in six cases; organic disease of the heart in three cases; pneumonic phthisis in three; abscess in three, and injury in three; two cases under each of the following diseases: enteric fever, rheumatism, vertigo, disease of the eye, and dyspepsia; and one case under each of the following disorders: dysentery, remittent fever, effects of climate, disease of brain, epilepsy, insanity, aneurysm, pneumonia, pleurisy, perityphlitis, ulcer of rectum, disease of kidneys, disease of bone, and burns.

There were five deaths from the following diseases: enteric fever, disease of brain, diarrhœa, disease of intestines, and disease of kidneys, one case of each disease.

Syphilis, Primary and Secondary.—Fifty-five cases of this disease were admitted during the year, of which twenty were classed as primary, and thirty-five as secondary syphilis. The ratio per 1,000 of the admissions was 61·72 for the primary disease, and 108·02 for the constitutional form, being a decrease of

* Fleet Surgeon Isaac H. Anderson, M.D.
† Deputy Inspector General Thomas H. Knott.

of ·48 per 1,000 in the former case and an increase of 2·77 per 1,000 in the latter, when compared with the preceding year. Hospitals

Gonorrhœa and its Sequelæ.—Nineteen cases were admitted, in the ratio of 66·9 per 1,000, as compared with thirty cases, in the ratio of 74 per 1,000 admissions, during the previous

Yokohama Sick Quarters.*

The number of patients under treatment during the year was 129, as compared with 151 in 1893; of these, 103 were discharged cured, sixteen were invalided, and three died.

Sixteen persons were invalided for the following diseases, viz., tubercle, three: disease of the ear, two; bronchitis, two; hernia, two; remittent fever, one; sequelæ of gonorrhœa, one; insanity, one; disease of the larynx, one; disease of the stomach, one; bubo, one; and disease of the joints, one.

There were three deaths, one from tubercle, one from aneurysm, and one from submersion.

The admissions for the various forms of venereal diseases were thirty-six, as compared with forty-one in 1893. The admissions for primary syphilis were thirteen; for secondary syphilis, fifteen; and for gonorrhœa and its sequelæ, eight.

Esquimalt Hospital.†

During the year 1894 the number of cases of disease and injury under treatment in this establishment was 165, a decrease of fifteen as compared with the previous year.

Twelve persons were invalided, in the ratio of 72·72 per 1,000 under treatment, for the following diseases, viz., rheumatism in three cases; syphilis secondary in two; pneumonic phthisis in two; disease of the heart in two; and one under each of the following headings: gout, paralysis, and local injury. There was one death from disease of the kidneys.

Venereal diseases, including syphilis and gonorrhœa with its sequelæ, amounted to twenty-seven cases.

---

* Staff Surgeon Howard J. McC. Todd.
† Staff Surgeon Michael J. M'Carthy, M.D.

DOCKYARDS.

1894.

DOCKYARDS.	Number of Cases of Disease or Injury.			Number Invalided.				Number Dead.				Number Discharged Cured.				Number Discharged to Hospital.	Number of Cases Remaining.	Average Number of Persons Daily Sick.	Average Number of Days' Treatment per Case.	Average Strength.
	Sick List.	Hurt List.	Total.	Sick List.	Hurt List.	Total.	Ratio per 1,000 of Cases under Treatment.	Sick List.	Hurt List.	Total.	Ratio per 1,000 of Cases under Treatment.	Sick List.	Hurt List.	Total.	Ratio per 1,000 of Cases under Treatment.					
Sheerness - -	481	224	705	16	–	16	22·69	10	–	10	14·18	431	214	645	914·89	7	34	33·17	17·17	1,898
Chatham - -	1,407	632	2,039	47	8	55	26·97	28	3	31	15·2	1,284	552	1,836	900·44	64	57	94·37	16·89	5,918
Portsmouth - -	2,165	723	2,888	67	17	84	29·08	43	1	44	15·23	1,970	602	2,572	890·58	109	79	129·38	16·35	7,821
Devonport - -	1,338	662	2,000	28	4	32	16·	18	1	19	9·5	1,235	634	1,869	934·5	14	66	67·17	12·26	3,792
Keyham - -	934	473	1,407	12	1	13	9·23	8	–	8	5·68	848	456	1,304	926·79	66	16	42·22	10·95	1,687
Pembroke - -	489	220	709	11	2	13	18·33	9	1	10	14·1	447	214	661	932·29	19	25	27·69	14·82	1,965

N.B.—Workmen employed in the Dockyards do not, except when injured on duty, receive medical attendance at the expense of the Crown, but, when sick, they are under the care of their private medical attendants, and are usually members of the benefit clubs to which men of like occupations not engaged in the Dockyards belong. No statistics, therefore, of their diseases, as a class, can be compiled, but their sickness would probably be recorded in the returns of their clubs.

ROYAL MARINE DIVISIONS.

1894.

DIVISIONS.	Officers and Men at Head-quarters and Afloat.*								Officers and Men at Head-quarters alone.†									
	Full Strength of Division.	Mean Strength at Head-quarters during the Year.	Mean Strength Afloat during the Year.	Number Afloat on 31st December.	Invalided.		Dead.		Cases of Sickness remaining from previous Year.	Since added.	Total.	Discharged to Duty.	Sent to Hospital.	Invalided.	Dead.	Number of Cases remaining.	Average Number Sick Daily.	
					Number.	Ratio per 1,000 of Strength.	Number.	Ratio per 1,000 of Strength.									Head-quarters.	Hospital.
Royal Marine Artillery, Eastney -	2,684	1,261	1,402	1,443	66	24·78	15	5·63	33	1,326	1,359	1,132	176	57	10	26	36·97	23·01
Portsmouth Division, Royal Marine Light Infantry.	3,826	1,221	2,357	2,287	134	37·45	14	3·91	11	951	962	644	289	60	7	12	18·08	35·16
Plymouth - - - - - - -	3,891	1,328	2,443	2,587	57	15·11	22	5·83	11	883	894	522	349	36	10	11	12·59	42·87
Chatham - - - - - - -	4,125	1,342	2,246	2,370	135	37·62	18	5·01	51	671	722	552	–	129	4	37	6·21	49·26
Walmer Depôt - - - - - -	–	1,731	–	–	–	–	–	–	64	1,056	1,120	1,050	42	–	4	30	55·	

* The sickness, &c., of those Officers and Men serving Afloat is also included in the General Returns.
† *See* also Appendix (No. 12), Tables No. 1 and No. 2.

HOME STATION.

1894.

Home Station.

THE force employed on the Home Station during the year 1894 consisted of seventy-eight vessels, viz., fourteen battle-ships, twelve cruisers, two Royal Yachts, one coast defence ship, ten gun-boats, one sloop, one troop-ship, three special service vessels, three surveying vessels, two sea-going training ships for boys, and six sailing brigs; also twenty-three stationary ships, including two flag-ships, one general depôt ship, nine drill ships for the Royal Naval Reserve, one training ship for naval cadets, seven training ships for boys, one gunnery ship, and two torpedo school ships. Besides the above, forty-one vessels, the crews of which appear in the mean force, were specially commissioned for the Naval Manœuvres.

The reserves of officers and seamen in the Naval Barracks at Devonport and Sheerness are respectively included in the crews of the Vivid and Wildfire, flag-ships at those ports.

The returns from forty-five vessels were for the entire year, and from the remainder for periods varying from nineteen days to a little under eleven months.

The mean force, corrected for time, was 33,330, and the total number of entries on the sick-list for disease and injury was 25,873. This was in the ratio of 776·26 per 1,000 of force, and shows a decrease on the ratio of last year of 30·74 per 1,000, and also a decrease on the last seven years' average of 9·09 per 1,000.

The number invalided during the year was 803, which was in the ratio of 24·09 per 1,000, and is a decrease of ·72 per 1,000 on that of last year, but an increase of 1·75 per 1,000 on the average ratio of the last seven years.

The number of deaths was 179, being in the ratio of 5·37 per 1,000, and shows a decrease on the last year's ratio of ·11 per 1,000; it exhibits also a diminution on the average ratio of the last seven years, amounting to ·76 per 1,000.

The average number of men sick daily was 1,330·15, which is in the ratio of 39·9 per 1,000, showing a decrease of 1·51 per 1,000 on the ratio of the preceding year, and on the average ratio of the last seven years a decrease of ·51 per 1,000.

The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be found in the Appendix to the Home Station (No. 2), Table No. 2.

Home Station.

Class I.—General Diseases—Group A.—Sub-Group 1.

There are returned in this group 1,226 cases, viz., one of small-pox, eighty-six of cow-pox, twenty of chicken-pox, 101 of measles, one of epidemic rose rash, 102 of scarlet fever, 148 of simple continued fever, sixty-three of enteric fever, three of dysentery, 684 of influenza, ten of mumps, and seven of diphtheria.

Small-Pox.—One case of this disease is recorded in the returns of the Melampus as having occurred in the person of a boy, who contracted it in England when on leave.

Chicken-Pox.—Twenty cases occurred in the Britannia, at Dartmouth, all of which were contracted in the immediate district.

Measles.—One hundred and one cases were tabulated during the year, seventy of which are returned from the training ships for boys, and principally from the St. Vincent at Portsmouth, the Lion at Devonport and the Minotaur at Portland, which vessels show thirty, sixteen, and eleven cases respectively. In the majority of these there is little doubt that the disease was contracted locally. Twenty-one occurred in the Victory, but the source of infection could not be traced. The remainder of these cases are returned by eleven ships; in some of them the affection was acquired at Devonport, Portsmouth, and Portland, but in the greater number of cases the places of origin were unknown. The type of the disease was a mild one.

Epidemic Rose Rash.—There is a record of one case only of this disorder, which occurred in the St. Vincent, but no information is given as to how acquired.

Scarlet Fever.—One hundred and two cases are included in these returns, four of which terminated fatally. Seventy-four of these appear in the records of the training ships for boys, viz., forty in the Boscawen at Portland, fifteen in the Impregnable at Devonport, seven in the St. Vincent, and three in the Martin at Portsmouth, two each in the Caledonia at Queensferry, the Ganges at Falmouth, and the Lion at Devonport, and one each in the Minotaur, Seaflower, and Wanderer. The great majority of the cases in the Boscawen occurred during the first quarter of the year, and with reference to them the medical officer * of that ship observes: "The epidemic may be held to have had a local origin. It "was found that the disease had been existent for some time at "Wyke Regis, a village near Weymouth, and the only adult "who

* Staff Surgeon Alexander M. French.

Home Station.

"who suffered during the epidemic was a marine who lived "at Wyke when away from the ship. The disease in his case "did not develop during the early period of the epidemic on "board, neither was it present in the house where he stayed, "so that he cannot be conclusively considered as the medium "by which the infection was introduced into the ship, though it seems very probable." The cases shown from the other training ships occurred principally in a sporadic form; the method of origin in many of them could not be discovered; but in certain instances the disease was contracted locally. With reference to twelve cases reported from the Thunderer, it appears that they occurred at irregular periods from January to the end of June, but the source of infection could not be clearly traced. A thorough system of disinfection was carried out, combined with frequent medical inspection of the men and boys; the ship's company were transferred to the Hotspur on the 7th of June and released from quarantine on the 18th of July, all suspicious cases being sent to hospital at Chatham. The Victory and Royal Sovereign return three cases each of this disease, and the Blenheim, Immortalité, and Pembroke, two cases each, while solitary ones occurred in the Bellona, Excellent, Vernon, and Wildfire.

Simple Continued Fever.—One hundred and forty-eight cases of this affection were recorded during the year; they were distributed through thirty-six vessels. The training ships for boys collectively contributed forty cases. No death or invaliding took place under this nomenclature.

Enteric Fever.—Sixty-three cases are shown from twenty-eight ships, with two invalidings and fifteen deaths. The maximum number in any one vessel was in the Resolution, in which twelve cases occurred; the first was undoubtedly acquired at Portsmouth, and the second at Gibraltar; the remaining cases were contracted at Vigo and Arosa Bay, and though at first many of them presented symptoms more of a typho-malarial character than true enteric fever, they subsequently under treatment in hospital proved to be the latter disease. The Empress of India contributed five cases, and in both those ships the disease appears to have been traceable to the unsanitary surroundings of Vigo and Arosa Bay. Referring to these places the medical officer* of the Empress of India remarks: "The situation of Vigo and the country "surrounding it is not good from a sanitary aspect; on either "side of the town, which is indifferently drained and cleansed, "are low lying valleys, rudely cultivated and generally "swampy, the superfluous water escaping through sluggish "ditches. As the wind was almost constantly from the south "and south west, and so blew directly over these marshy "grounds, it is very probable that the noxious paludal "exhalations

* Fleet Surgeon William H. Stewart, M.B.

"exhalations reached the ship, diluted it may be, but yet of "sufficient potency to affect individuals susceptible to such "influences." In one case of this disease, acquired at Arosa Bay, the same medical officer observes: "The source of con- "traction was abundantly clear, as about a fortnight before "being taken ill he had, while out walking, gathered and "immediately eaten some watercress which he had found "growing in a brook which runs near Villa Garcia. The "stream rises in the adjacent mountains, and about a mile "from its mouth passes through a large village; here it acts "as a common sewer and receives the contents of privies, "cowhouses, and other receptacles for rotting and noxious "rubbish. It is evident, therefore, that any consumption of "the water would be attended with great danger, and that "an attack of typhoid or dysentery might well issue from it." The Narcissus records two cases, the Immortalité and Bellona one each, which, allowing for the usual period of incubation, corresponded with the ships' stay at those places, and must also be attributed to the same unsanitary conditions. Four cases appear in the returns from the Aurora during the last month of the year while the ship was at Bantry, and with reference to them the medical officer observes*: "The water "supply, as also the milk, was examined with negative results; "concurrently with this invasion of typhoid on board there "were a few sporadic cases on shore, so that the contagion "was most probably produced in the town and the disease "contracted by our men while on leave." In ships stationed at Devonport eleven cases took place, the Impregnable affording the maximum number of four; the immediate neighbourhood is responsible for the majority of them, as sporadic cases were said to have been not uncommon there. Twelve cases are returned from the ships at Portsmouth, the St. Vincent and Victory showing five each, and the Vernon and Victoria and Albert solitary cases. It appears that these were also acquired either in the district or while away from it on leave. Three cases are recorded in the returns of the Melampus at Kingstown, where this disease is stated to be more or less endemic. Two cases occurred in the Pembroke at Chatham, and single cases in the Alexandra, Caledonia, Ganges, Gibraltar, Hearty, Indefatigable, Mersey, Minotaur, Superb, and Warspite.

Dysentery.—There is a record of three cases returned from the Victory. They were all of the chronic variety, originally acquired on foreign stations.

Influenza.—There are 684 cases returned as coming under this nomenclature, and affecting the crews of twenty-four ships, showing a considerable decrease as compared with the previous year's report, which records 1,042 cases of this disease. The vessels showing the largest number of cases were,

* Staff Surgeon G. R. D. Charlton.

Home Station.

were, the Boscawen, 194 cases; Caledonia, 145; Royal Sovereign, 108; and the Endymion, sixty-five. The average numerical strength of officers and men on the books of the respective ships was as follows: Boscawen, 551; Caledonia, 951; Royal Sovereign, 727; and Endymion, 557. The epidemic commenced in the Boscawen at the beginning of the year, shortly after the boys returned from their Christmas leave, but it was not until the 21st of January that its violence became marked. In the Caledonia the disease was prevalent from January to April, and again from August to December. It appears that the only ships of the Channel Squadron which suffered from this epidemic were the Royal Sovereign and the Endymion, and referring to the large number of cases that took place in the former vessel, the medical officer* remarks with regard to its origin: "I have "no doubt it was brought on board at Gibraltar by one or "more of the men who had been on leave. On our returning "here from Port Mahon, I questioned the port surgeon as to "the presence of the disease in the town. He informed me "that for some time past scattered cases had been appearing "at intervals, but that he did not consider it to be epidemic, "but of late and at the present time many of the Spanish "cities in the south were severely visited by influenza; that "it seemed to be travelling in a south easterly direction, and "he expressed the opinion that we must have come across the "infected atmospheric wave. This theory appears to me on "the facts to be untenable; leaving aside the doubt which at "all times rests on this method of propagation, and the cir-"cumstances that the wind had been for some time steadily "from the eastward, it is extremely unlikely that if the "squadron had been actually exposed to this source of infec-"tion two ships only should have suffered and the others "escape entirely, especially as they are so homogeneous in "build, general equipment, and physical characters of crews. "There was nothing either in the Endymion or this ship to "render their occupants more susceptible to the taint in the "air, if such existed, than any of the others; and, as far as "we know, the cities of Palma and Port Mahon were quite "free from the distemper, though if an atmospheric theory "of infection is tenable they would not have escaped." Two cases terminated fatally, the immediate cause of death having been in one instance capillary bronchitis, and in the other acute spinal meningitis, which developed during the course of the primary complaint. The disease appears to have been, generally speaking, of a mild nature.

Mumps.—Only ten cases of this affection are recorded; they occurred in ships stationed at different places, and may be regarded as sporadic.

Diphtheria.—Seven cases are shown in the returns of six vessels; they were all contracted by men when away on leave. No death or invaliding took place under this nomenclature.

* Fleet Surgeon W. H. Stewart, M.B.

General Diseases—A.—Sub-Group 2.—Malarial Fevers.

The diseases included in this group are represented by one hundred and eleven cases, viz., fifty-nine of ague, forty-seven of remittent fever, and five of malarial cachexia; of these but one case of remittent fever was invalided. These cases were scattered throughout thirty ships, and were without exception, as far as can be ascertained, recurrences of disease in subjects who had been previously serving abroad, especially on the Mediterranean or the Cape of Good Hope and West Coast of Africa Stations. Neither of two cases of ague returned by the Wildfire at Sheerness was acquired locally, attesting the improved sanitary state of the naval barracks at that place.

General Diseases—A.—Sub-Group 3.—Septic Diseases.

Under this nomenclature twenty-seven cases are included, as compared with forty last year. There were twenty-six cases of erysipelas and one of pyæmia, which were disseminated through fourteen ships. The case of pyæmia occurred in a man belonging to the Wildfire at Sheerness, while on leave in Watford, Hertfordshire, but no information could be obtained as to its cause. One death took place from erysipelas.

General Diseases—A.—Sub-Group 4.

This sub-group, which embraces venereal diseases, comprises 5,172 cases, made up of 2,021 of primary syphilis, 817 of secondary syphilis, and 2,334 of gonorrhœa and its sequelæ. There were two deaths from secondary syphilis. One hundred and nine invalidings took place, sixty-five of which were due to secondary syphilis, and forty-four to the sequelæ of gonorrhœa.

Syphilis, Primary.—The cases of primary syphilis recorded are 2,021, as against 1,757 in the previous year, the ratio being 60·63 per 1,000, 58·37 per 1,000 being that of 1893; this shows an increase of 2·26 per 1,000 when compared with the preceding year, but a decrease of 2·31 per 1,000 when compared with the average of the last seven years.

The total days' sickness on board ship and in hospital was 73,800, against 60,709 in 1893, giving an average duration of each case under treatment of 36·51 days, an increase of 1·96 on the year 1893.

The average number of men inefficient daily was 202·19, as against 166·32 in the preceding year; the ratio per 1,000,

Home Station.

6·06, being an increase compared with the previous year of ·54, but showing a decrease of ·31 per 1,000 in comparison with that of the last seven years.

Syphilis, Secondary.—The number of cases returned as secondary syphilis is 817, compared with 774 in the preceding year. The ratio per 1,000 of force was 24·51, showing a decrease of 1·2 per 1,000 compared with 1893, but an increase of ·04 per 1,000 when compared with the average of the last seven years. The total days' sickness on board ship and in hospital was 41,906, as compared with 39,400 in 1893. The mean duration of each case was 51·29 days, equal to ·39 days more than in 1893. The average number of men inefficient daily was 114·81, or 3·44 per 1,000, a decrease of ·14 per 1,000 in comparison with the preceding year, but an increase of ·54 per 1,000 in comparison with the average of the last seven years.

Gonorrhœa and its Sequelæ.—There are 2,334 cases returned of gonorrhœa and the diseases originating therein; the number in the preceding year was 2,392. The ratio per 1,000 is 70·02, which, compared with that of 1893, shows a decrease of 9·44 per 1,000. The average number of men daily ineffective was 189·12, a decrease, when compared with the preceding year, of ·25. The average duration of each case was 29·57 days, showing an increase of ·68 days on the last year's figures. Forty-four persons were invalided for the sequelæ of gonorrhœa, viz., thirty-six for rheumatism, four for stricture, three for chronic gleet, and one for cystitis.

General Diseases—Group B.

Under this head sixty-four cases appear, viz., fifteen of parasitic disease and forty-nine of alcoholism. All the parasitic disease returned was represented by cases of intestinal worms, except two, which were due to pediculi. The cases returned as alcoholism were of all degrees, several coming under the definition of delirium tremens, while one case was invalided.

General Diseases—Group D.

In this group are comprised 1,321 cases, viz., 1,189 of rheumatism, fifty-seven of gout, twenty-six of new growths, twenty-four of tubercle, two of diabetes mellitus, twenty-two of anæmia and other diseases, and one of purpura. Of these, forty-nine cases of rheumatism, one of new growth, and ten of tubercular disease were invalided. Among them also eighteen deaths were recorded, viz., three from rheumatism, four from malignant new growth, nine from tubercular disease, and two from diabetes mellitus.

Rheumatism.

Home Station.

Rheumatism.—There were 1,189 cases of rheumatism under treatment, compared with 1,074 in the previous year; the ratio shows a decrease of ·01 per 1,000 on that of 1893, a result which is practically the same. In comparison with the average ratio of the last seven years a decrease of ·52 per 1,000 becomes apparent. Forty-nine persons were invalided for rheumatism, and three cases of rheumatic fever proved fatal, being complicated with organic disease of the heart.

New Growths.—Twenty-two entries for non-malignant and four for malignant new growths are recorded; one of the former variety was invalided, while the four cases of the latter, consisting of epithelioma of the tongue, cancer of the rectum, stomach, and lower jaw proved fatal.

Tubercular Diseases.—Twenty-four cases are returned under this heading, viz., fifteen of tubercle, principally affecting the lungs, and nine of scrofula, in which the lymphatic glands, especially those of the neck, were chiefly involved. Five cases of pulmonary tubercle and one of tubercular peritonitis, with four of scrofula, in one of which the knee joint was implicated, were invalided. Nine cases of tubercle ended fatally.

Diabetes Mellitus.—Two cases of this affection are tabulated, both of which terminated in death.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

Under this head 879 cases are returned, including 354 of nervous diseases, fifty-four of mental disorders, 326 of diseases of the eye, and 145 of diseases of the other organs of special sense. The ratio was 26·37 per 1,000, showing an increase of 3·55 per 1,000 when compared with the previous year. The invalidings numbered 172, or 5·16 per 1,000, an increase of ·38 per 1,000 on the ratio of 1893. The diseases causing invaliding were as follow: Disease of the brain, two cases; disease of the spinal cord, one; paralysis, twelve; neuralgia, three; vertigo, four; epilepsy, twenty-six; other diseases of the nervous system, eight; insanity, twenty-five; diseases of the eye, thirty-five; and diseases of the ear, fifty-six. There were fourteen deaths from these affections, viz., five from diseases of the brain, one from disease of the spinal cord, six from apoplexy, one from paralysis, and one from disease of the internal ear.

Home Station.

Diseases of the Circulatory System.

There are 158 cases recorded under this head, against 164 in the preceding year; the ratio per 1,000 is 4·74, which shows a decrease of ·7 per 1,000 when compared with 1893. The invalidings numbered 120, equal to 3·6 per 1,000, or ·05 above the ratio of the previous year. The deaths were eight, and the ratio per 1,000 was ·24, which is a decrease of ·15 per 1,000 when compared with that of 1893. The diseases which occasioned invaliding were as follow: Organic heart disease, seventy-four cases; functional heart disease, thirty-one; varix, twelve; aneurysm, two; and phlebitis, one. Of eight deaths which occurred, five are ascribed to aneurysm and three to organic disease of the heart.

Diseases of the Respiratory System.

The number of cases here returned is 3,927, the last year's total being 4,068; the ratio per 1,000, 117·82, is 17·32 per 1,000 less than in that year.

The invalidings were 126, with a ratio of 3·78 per 1,000, being ·73 per 1,000 below that of 1893.

The deaths numbered fifty-three, as compared with forty-eight in the preceding year; the death ratio shows 1·59 per 1,000, being the same as that recorded for 1893.

Of the invalidings, six were for bronchitis, fourteen for pneumonia, ninety-nine for pneumonic phthisis, five for pleurisy, and two for asthma. The deaths were due to diseases of the larynx and bronchitis in one case each, to hæmoptysis in two, to pneumonia in twenty-seven, to pneumonic phthisis in nineteen, to pleurisy in two, and to asthma in one.

Among the vessels of the training service, 1,013 cases are returned, against 1,165 in 1893, the ratio per 1,000 of mean force showing a decrease of 33·62, the average complements of the ships in question, corrected for time, being 6,265 in 1892, 7,020 in 1893, and 7,655 in 1894. The invalidings numbered thirty-four, or 4·44 per 1,000, equal to a decrease of 2·82 per 1,000 as compared with the previous year. The cases were: bronchitis, one; pneumonia, five; pneumonic phthisis, twenty-six; and pleurisy, two. In the preceding year fifty-one cases were invalided, viz., two of pneumonia, thirty-eight of pneumonic phthisis, three of pleurisy, one each of diseases of the larynx and emphysema, and six of bronchitis. There were eighteen deaths, as against fifteen in 1893, showing an increase of ·22 per 1,000; due in fifteen cases to pneumonia, in two to pneumonic phthisis, and in one to bronchitis. Taking therefore into consideration the increased complements of these ships, it will be seen that, compared

compared with the statistics of last year, a further improvement has taken place in the health of the training service, a result which may justly be attributed to the careful attention paid to the selection of the boys, their hygienic surroundings and increased space of accommodation.

Diseases of the Digestive System.

Of these diseases 3,352 cases appear in the returns, the number in 1893 having been 3,546, the ratio 100·57 per 1,000, showing a decrease of 17·23 per 1,000 in comparison with that of the preceding year. Sore throat and quinsy represent 2,059 cases, and dyspepsia and diarrhœa 671. The persons invalided under this head numbered eighty-seven, equal to 2·61 per 1,000. There were five deaths, against ten in 1893, the ratio being ·15 per 1,000. Diseases of the mouth and teeth were the causes of invaliding in five cases, hernia in seventy-three, diseases of the stomach and intestines in five, dyspepsia in two, while constipation and other diseases of the liver respectively occasioned the invaliding of two persons.

The deaths were from the following causes: Diseases of the stomach and intestines in two cases, and diseases of the liver in three.

Diseases of the Lymphatic and Glandular System.

There were 271 cases of disease of this system recorded; of these, 245 were of bubo, and twenty-six of other lymphatic and glandular affections; this gives a ratio of 8·13 per 1,000, a decrease of 2·53 per 1,000 when compared with 1893. Only one case was invalided.

Diseases of the Urinary and Generative Systems.

This group comprises 235 cases, giving a ratio of 7·05 per 1,000, which shows an increase of 1·24 per 1,000 when compared with the preceding year. There were twenty-eight invalidings and eleven deaths; ten of the latter were due to diseases of the kidneys and one to disease of the bladder.

Diseases of the Organs of Locomotion.

Under this heading 169 cases are returned, as contrasted with 148 in the previous year. The ratio is 5·07 per 1,000, equivalent to an increase of ·16 per 1,000 as compared with that of 1893. Twenty persons were invalided, viz., two for diseases of the bones, eight for diseases of the joints, one for disease of the spine, and nine for other diseases, embracing four for flat feet, four for deformity of the toes, and one for talipes equinus.

Home Station.

Diseases of the Connective Tissue and Skin.

There are 4,583 cases of these diseases returned, giving a ratio of 137·5 per 1,000, an increase of 14·02 per 1,000 compared with 1893. The cases comprise 1,590 of abscess, 633 of ulcer, 801 of boils, 1,076 of scabies, and 483 of other diseases of the skin. Nineteen persons were invalided, viz., six for abscess, nine for ulcer, and four for cutaneous diseases. There were two deaths, one from septicæmia supervening on abscess in the temporal region, and the other from senile gangrene following an abscess of the great toe.

Scabies.—There has been an increase in the number of the cases of scabies as compared with the previous year; the ratio per 1,000 is 32·28, as against 26·61 in that year; yet the statistics relating to this affection still compare favourably with those of several years immediately preceding 1891. Some cases, however, as in former years escape record, being associated with venereal disease or some other more important affection.

Poisons.

Ten cases are classed under this head, viz., five from poisoning from lead, three by diseased fish, one by opium, and one by strychnine; there was neither invaliding nor death. The five cases of poisoning from the absorption of lead occurred in the Cambridge, Edinburgh, Empress of India, Barrosa, and Victoria and Albert respectively; none of them were of any especial severity. The three cases of poisoning from eating fish were due to tinned salmon, shrimps, and kippered herrings, and in the last-named instance, which occurred in the person of a boy belonging to the Caledonia, the symptoms were described as being most alarming for several hours, the patient being comatose and in a high state of fever, but eventually made a good recovery. The single cases of poisoning by opium and strychnine took place respectively in a marine of the Cambridge, who obtained the laudanum when on leave, and in a domestic of the Vivid, who was also on leave, and took an overdose of strychnia, but without any very serious ill effects resulting therefrom.

Injuries, &c.

General Injuries are represented by forty-eight cases, viz., two of burns and scalds, two of heat-stroke, nine of multiple injury, and thirty-five of submersion. Among these were thirty-one deaths; one was due to severe burns and scalds sustained by a stoker owing to an explosion of coal gas in one of the bunkers of the Inflexible. Six were occasioned by multiple

multiple injury; one of which was caused by a gun taking charge during the rolling of the ship at sea, one by a premature explosion of a cartridge while a salute was being fired on board the Galatea, one by extensive injuries through being crushed by the armour door of the protective deck in the same ship, one by accidentally stepping into a bunker opening on board the Thunderer, sustaining a rupture of the liver and eventually succumbing to peritonitis; one by being run over by a wagonette while on leave, and one on board the Rodney by serious injuries caused to a stoker, who while oiling the tell-tale gear from the port engine to the upper deck was caught by the pins of a universal joint fitted there at the bends of the shafting and twisted several times round the shafting. Twenty-three persons were drowned, viz., thirteen by falling over-board, eight cases occurred in men while on leave, one by the capsizing of a boat, one in the person of a marine who was found drowned in the basin at Chatham and supposed to have fallen or jumped in while on sentry; and there was one case of submersion which proved fatal from asphyxia in the person of a diver.

Local Injuries.—There are 4,314 cases returned, as compared with 3,671 in 1893, the ratio per 1,000 being 129·43, or an increase of 7·47 on that of the previous year. The cases were classed as follow: 250 of burns and scalds, and 4,064 of wounds, fractures, sprains, contusions, &c. Fifty-five persons were invalided for various forms of these injuries; in the preceding year thirty-five were invalided. Seven of these injuries proved fatal: they included three fractures of the skull, one caused by a fall from a swing; another by a fall from aloft; and the third by falling over the balustrade of the stairs in the Sailors' Rest at Portsmouth. One death was due to fracture of the spinal column occasioned by a fall on shore. One death, in which meningitis supervened, is attributed to a fall down a hatchway ladder; one to a wound terminating in pyæmia, and one to rupture of intestine followed by peritonitis, the result of injuries received at football.

Unclassed.

Suicide.—Six cases are returned: (a) a sergeant of Marines of the Brilliant cut his throat while ashore on leave; (b) a ship's corporal of the Durham shot himself through the head with a revolver; (c) a writer of the Vivid died from the effects of strychnia taken while in a temporarily insane condition; (d) a leading stoker of the Victory also died from the effects of opium taken while under the influence of alcohol; and two men terminated their lives by hanging.

MEDITERRANEAN STATION.

Mediterranean Station.

The Mediterranean squadron in 1894 was composed of thirty-seven vessels, viz., eleven battle ships, one torpedo ram, ten cruisers, four sloops, one sailing sloop, three gun-boats, two special service vessels, one torpedo depôt ship, one harbour flag ship, one despatch vessel, one store ship, and one surveying vessel. The returns from twenty-nine vessels were for the whole year, and from the remainder for periods varying from eleven weeks to nine months. The mean force, corrected for time, was 10,200, and the total number of cases of disease and injury entered on the sick list during the year was 10,056. This is in the ratio of 985·88 per 1,000, and is a decrease, when compared with the last year's ratio, equal to 61·04 per 1,000, and also a decrease of 114·52 per 1,000 in comparison with the average ratio of the last seven years.

Three hundred and fifty-two persons were invalided, being in the ratio of 34·5 per 1,000, an increase of ·62 per 1,000 when compared with 1893, and a decrease of 7·16 when contrasted with the last seven years' average ratio.

The deaths numbered 40, giving a ratio of 3·92 per 1,000, which is lower than that of the preceding year by 40·59 per 1,000, and also than that of the last seven years' average by 7·92 per 1,000. This great decrease is attributable to the absence of any melancholy catastrophe, such as that sustained the previous year by the loss of the Victoria.

The mean number of men sick daily was 360·26, which is in the ratio of 35·31 per 1,000; this shows a diminution, as compared with the previous year, of 1·95 per 1,000, and of 5·54 per 1,000 in comparison with the average ratio of the last seven years.

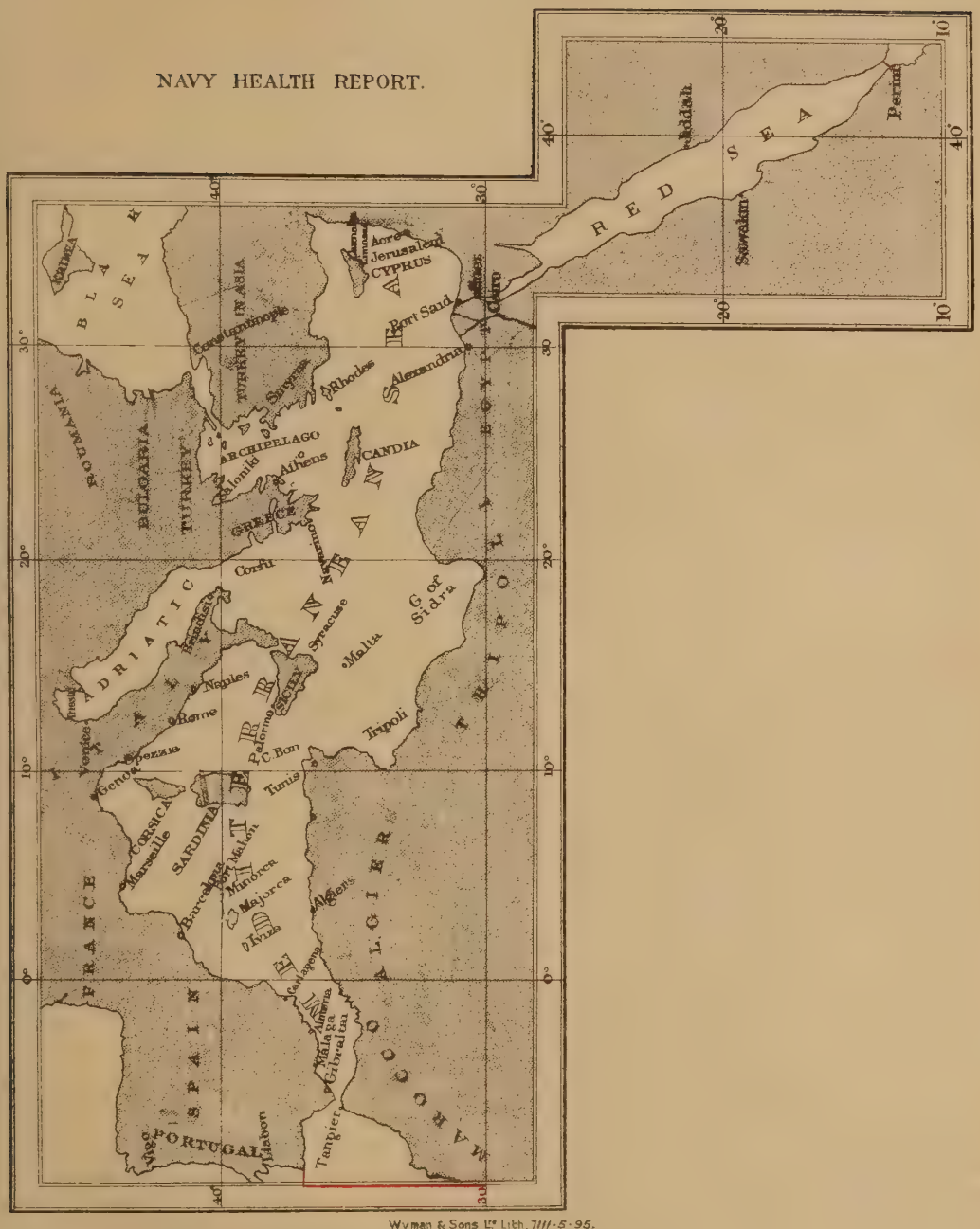
The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be found in the Appendix to the Mediterranean Station (No. 3), Table, No. 2.

Class I.—General Diseases—Group A.—Sub-Group 1.

In this sub-group are recorded 1,095 cases, viz., one of small-pox, 531 of simple continued fever, twenty-six of enteric fever, eight of dysentery, 528 of influenza, and one of mumps. Five cases of simple continued fever and two of enteric fever were invalided. Nine cases of enteric fever ended fatally.

Small-pox.

MEDITERRANEAN STATION.



Wyman & Sons Lt.o Lith. 7111-5-95.

Small-pox.—One case is recorded under this nomenclature as having occurred in the person of an ordinary seaman of the Camperdown, who, five days previously, had been on shore in Salonica for some hours. He was immediately sent to the Turkish military hospital at that place. It appears he had been re-vaccinated in 1889.

Scarlet Fever.—No case of this disease is reported during the year, but in Table No. 2 in the Appendix, 287 days' sickness are shown under the heading of "Other Eruptive Fevers;" these are the result of cases of scarlet fever which were recorded in the Statistical Report of last year as having occurred in the Howe while that ship was on the strength of the Irregular Force, but now, belonging to the Mediterranean Fleet, are shown in the returns from this station.

Simple Continued Fever.—There are 531 cases of simple continued fever, with five invalidings, returned by thirty-two ships. In the preceding year 576 cases were recorded. The maximum number in any one ship was in the Trafalgar, which returns fifty; they were generally of a mild nature, each case averaging 4·6 days under treatment. Forty-four occurring in the Camperdown averaged 6·13 days under treatment. This form of fever appears to be principally caused by chills, exposure to a strong sun, or by indiscretions in diet, and the most numerous cases seem to occur during the months of June, July, and August.

Enteric Fever.—As compared with the preceding year, there has been a decrease in the number of cases of this disease, for whereas thirty-eight cases were shown in 1893, there are twenty-six only in the present year. Two persons were invalided and nine died. In the previous year the numbers were fourteen invalidings and eight deaths. The cases occurred in the following ships, viz., Vulcan, six; Imogene, five; Cruiser and Ramillies, three each; Polyphemus, two; and one each in Æolus, Amphion, Edgar, Gleaner, Howe, Sans Pareil, and Trafalgar. Ten were contracted at Malta; six at Volo; five at Constantinople; two at Alexandria; and one each at Corfu, Phalerum Bay, and Gibraltar.

Dysentery.—Eight cases of this disease are shown in the returns of the station during the year. They were scattered among six ships. Four were chronic cases primarily acquired on some other foreign station; the others were contracted at Alexandria, Suakim, and Malta.

Influenza.—There are included in the reports 528 cases, which were generally of a mild character, and without either invaliding or mortality. They are returned from seventeen ships, by far the largest number, however, occurring in the Ramillies, this vessel reporting 212 cases. The medical officer* states:

* Fleet Surgeon Herbert Mackay Ellis.

Mediterranean Station.

states: "In the first quarter fifty-five cases occurred; in the "second, ninety-one; in the third, forty-seven; and in the "fourth, nineteen; of course many other cases occurred which "were of too mild a nature to necessitate their being placed "on the sick-list. In only two cases, complicated with "pneumonia, was there any cause for anxiety, and in one of "them inability to pass urine lasted for a long time." The medical officer* of the Edgar, in returning thirty-three cases which took place, observes that they occurred principally at Malta during the first half of the month of January at a time when this complaint was prevalent both among the civil and military population.

Mumps.—A solitary case of this affection is shown in the returns of the Howe when at Malta, and was sent to hospital at that place.

General Diseases—A.—Sub-Group 2.—Malarial Fevers.

This sub-group is represented by 464 cases, viz., forty-three of ague and 421 of remittent fever; 105 persons were invalided, and there were six deaths from the latter affection. In the preceding year the cases numbered twenty-one of ague and 383 of remittent fever. The ratio per 1,000, 45·49, shows an increase of 1·2 over that of 1893, and an increase of ·57 per 1,000 when compared with the average of the last seven years.

Ague.—The forty-three cases recorded were spread through seven ships, but affected thirty-one patients only, one case alone having recurred eight times in the same person and twice in two other instances. The greater number was contracted on the station.

Remittent Fever.—The largest number of cases is returned by the Anson, viz., sixty-nine; then come the Hood with fifty-seven, the Vulcan with thirty-nine, the Ramillies with thirty seven, the Collingwood with twenty-nine, the Arethusa with twenty-four, and the Trafalgar with twenty. The great majority of these cases appear to have been contracted at Malta, and were, as is so often the case, characterized by a great liability to relapse, and by the frequent occurrence of rheumatism of a persistent nature as a troublesome sequela. The remaining cases were distributed throughout twenty-six ships, and were contracted in various parts of the station; many of them, however, originated at Malta. Of the six fatal cases, one each occurred in the Amphion, Anson, Arethusa, Collingwood, Sans Pareil and Stork.

As stated in previous Reports, the nomenclature of Mediterranean fevers is at present confused and unsatisfactory, and among

* Staff Surgeon James W. H. Hawton.

among these malarial fevers are undoubtedly classed many cases, the origin of which in what is usually understood by malarial, is at least problematical. As remarked by the medical officer* of the Gleaner: "The fevers met with in "these parts are in a somewhat confused state as regards "their nomenclature, some medical officers classifying them "under simple continued fever, and others under remittent; "for this reason it might be better to return them under the "name of Mediterranean fever. There appear to be two "varieties of this fever. In one the symptoms last for "about a week; whilst in the other they run on for "many weeks with fever of a remittent type, and associated "with rheumatic affections, but at the outset it is im-"possible to say whether the case will be one of long "or short duration. Many of these cases occur at Malta, "their proportion increasing as the weather becomes fine and "dry, but are by no means confined to that locality, as they "are also met with all along the Mediterranean littoral." The medical officer† of the Amphion considers the term of Mediterranean fever as too restricted, though convenient, and in regard to the nature and origin of these diseases observes: "In all tropical and sub-tropical countries there is a form of "fever which is most difficult to distinguish from enteric; the "two fevers frequently occur at the same time among men "living under exactly the same conditions, and often the "cases run into each other. In spite of bacteriological argu-"ments (and it must be admitted that the facts on which some "of these are founded are not yet established) I cannot "throw aside the evidence which points to these two fevers "being of essentially the same nature, and to the intestinal "ulceration being an accidental feature in a common fever, "and not an essential sign of a different one. Up to the onset "of the enteric lesion it is impossible to tell one from the "other, but when that accident takes place, it, of course, "materially influences the subsequent course of the disease. "It is difficult to get a good name for the form of fever "without enteric ulceration; but I still think the term 'Pro-"tracted," which I proposed in 1892, would be a very work-"able one. The name does not imply any theory as to the "nature of the disease, but designates it by its most striking "characteristic, viz., its long and usually uneventful course." He further adds: "This year the connection between Medi-"terranean fevers and Malta received a great deal of attention, "both locally, and in the public press at home; and at a "meeting of the Malta and Mediterranean branch of the "British Medical Association, held in August, the question of "the connection between the incidence of fevers in the fleet "and the condition of the harbour water was discussed; all its "members were unanimously of opinion that the latter did "not

* Surgeon William E. Marshall.
† Staff Surgeon Gilbert Kirker, M.D.

Mediterranean Station.

"not account for the former." With regard to the discussion of this point at the meeting, he observed: "In the fleet a "greater proportion of cases of fever occur at Malta than at "any other port on the station, but this greater incidence at "Malta is not due to the condition of the water in the "harbour, which can be seen to be clear and bright; green "sea-weed grows in it wherever it can get rock or stone "to lay hold of, and oysters are found. Chemical and bacte- "riological examinations show that the water is comparatively "pure, and, besides this direct evidence, it may be pointed out "that before 1885, when all the sewage entered the harbour, "the condition of the water was much worse than it is now; "consequently, if the incidence of the fever was connected "therewith, a considerable decrease in the number of cases of "fever should have taken place, and not a slight increase. "Again, the Maltese boys, who in the summer practically "live in the water, the boatmen who live on it, and the "inhabitants of the houses which fringe the creeks, do not "suffer exceptionally from fever. Ships often lie for a long "time in the harbour without being attacked by it, and, at the "same time, one ship may be affected, whilst others escape. "The proof most relied on in incriminating the water is the "existence of smells, but these, according to my experience, "do not arise from the water, but from the ventilators of "sewers on shore, or the mouths of drains which still open "into the harbour. The clearness of the water may, in part, "be accounted for by the fact that the solid sewage matter "which enters the harbour mostly floats out to sea, or is "devoured by the fish, while the soluble part is absorbed by "the vegetation, and, no doubt, large volumes of brackish "spring water enters the creeks and assist in keeping them "clean; thus, in 1856, during dock-making operations, a "spring at the top of dockyard creek was struck which "yielded 1,500 gallons per minute, and I have seen others in "French creek. The greater incidence of the fevers at Malta "is due to the longer stay of the ships in harbour, thereby "bringing about a greater change in the habits of both officers "and men, chiefly with respect to exposure on shore to the "heat of the sun, and chills at night; excesses are also more "apt to be committed in the way of eating and exercise than "when at sea or in any other port. Malta harbour, also, "owing to its high, steep boundaries, and to its being cut up "into numerous creeks, is very difficult to ventilate; its "atmosphere is therefore liable to become stagnant, hot, and "oppressive by day, and still, damp, and chilling by night. Its "climate, marked by the absence of sea and land breezes, accen- "tuates the evil influences of the harbour. The rapid falling "of the temperature, and increase of the humidity of the air "about sunset, are due to the stillness of the atmosphere, and "the enormous radiation from the rocky surface of the island. "This condition of the air renders those exposed to it most "prone to chill, and in the vast majority of cases chills are "the

"the starting-point of fever." Discussing the causation of this fever, and contrasting it with true malarial, the medical officer* of the Collingwood observes: "That there is a specific "poison giving rise to this disease there can be no doubt, as it "is peculiar to itself, and different from all other known "fevers. That the poison is in a more concentrated form at "Malta than at other Mediterranean ports cannot admit of any "doubt, just as in tropical countries true malarial fevers vary "very much in their intensity in different localities; for instance "the simple remittent fever of some parts of the West Coast "of Africa, and the fatal hæmaturic remittent of others, as "well as the so-called 'pernicious' remittent, are the same "disease, varying in intensity according to locality. I would, "therefore, ascribe the cause to a specific poison of most "probably telluric origin, and that any neglect of the common "laws of health and hygiene has a tendency to render the "system more susceptible to its attacks. There is one feature "in the disease which especially resembles malarial fevers, "and that is, the very frequent morning fall in the tem-"perature, chiefly in mild cases, and in the commencement "and convalescence of long and protracted ones, to as "low as 96·8° or 97°, followed by a rise at 5 p.m. "to about 100 degrees, and a fall again at 9 p.m. to about "normal. It differs from malarial fevers proper in its gene-"rally insidious onset; in the extreme irregularity of the "remissions and exacerbations; in the protracted nature of "the cases; in the ratio between the temperature and pulse, "the latter being generally slow and full; in the irregularity "of the perspirations, which come on frequently, and at no "stated intervals, and are not followed by the great relief to "the general symptoms as in malarial fevers; but more "remarkable than any of these, it differs in the absolute "powerlessness of quinine to cut short the disease."

General Diseases—A.—Sub-Group 3.—Septic Diseases.

Five cases of erysipelas represent this group, of which three occurred in the person of one individual; they were of no especial severity.

General Diseases—A.—Sub-Group 4.

The total number of cases recorded in this group is 1,166 being composed of 302 of primary syphilis, 237 of secondary syphilis, 540 of gonorrhœa, and eighty-seven of the sequelæ of gonorrhœa; of these, eighteen cases of secondary syphilis and four of the sequelæ of gonorrhœa ended in invaliding.

Syphilis,

* Staff Surgeon Standish T. O'Grady.

Mediterranean Station.

Syphilis, Primary.—The number of cases of this disease under treatment was 302, giving a ratio of 29·6 per 1,000, and showing a decrease of 1·32 per 1,000 as compared with 1893, and of 11·45 per 1,000 in comparison with the average ratio of the last seven years. The number of men ineffective daily from this cause was 22·65, or 2·22 per 1,000, a decrease of ·24 per 1,000 in comparison with the preceding year. The average duration of each case was 27·38 days, which was 1·72 days less than in the previous year. A large proportion of these cases was contracted at Malta, Gibraltar and Salonica, while the remainder were mostly acquired at Smyrna, Piræus, Valencia and Naples. Gibraltar seems to hold the unenviable position of being the source of the largest number of cases. In this connection the medical officer of the Amphion remarks: "The proportion of cases of venereal disease was "much greater in the fourth quarter owing to the ship being "most of the time at Gibraltar, where the disease is rife and "of a very bad type. The worst cases of syphilis which "have occurred during the commission were contracted at "Gibraltar. The prostitutes of that place are very limited in "number, and nearly all diseased; they are not under any "medical supervision. In three months, ten per cent. of this "ship's company were diseased."

Syphilis, Secondary.—There were 237 cases of secondary syphilis entered for treatment; the ratio per 1,000 is 23·23, and this, compared with that of 1893, shows an increase of 5·58 per 1,000. Contrasted with the average of the last seven years, the increase is 6·83 per 1,000. Eighteen persons were invalided, being in the ratio of 1·76 per 1,000, or ·12 above that of the preceding year, but ·23 less than that of the average ratio of the last seven years. The mean number sick daily was 23·6, equal to 2·31 per 1,000, showing an increase of ·79 as compared with 1893. The average duration of each case was 36·35 days, being 4·77 days above that of the preceding year.

Gonorrhœa and its Sequelæ.—This disease and the affections depending on it include 627 cases, which is in the ratio of 61·47 per 1,000, being a decrease of 4·53 per 1,000 on the last year's ratio. The average number on the sick-list daily was 30·32, giving a ratio of 2·97 per 1,000, a decrease of ·65 per 1,000 on the ratio of the year before. Four patients were invalided for the effects of gonorrhœa, viz., two for gonorrhœal rheumatism, one for ophthalmia, and one for urethral stricture.

General Diseases—Group B.

In this group are returned six cases of parasitic disease, one of diseases depending on the effects of climate or of heat, and seven of alcoholism. One case was invalided for results due

due to alcoholism. The parasitic diseases were all cases of intestinal worms, with one exception, which was due to insect bite.

The solitary case classed as attributable to the effects of climate or of heat, was characterised principally by vertigo and temporary exhaustion, the direct effects of heat.

With the exception of one case, which it was found necessary to invalid as before-mentioned, the cases of alcoholism were of a mild description, and in no instance did they approach in gravity to delirium tremens.

General Diseases—Group D.

This group consists of 414 cases of rheumatism, seven of gout, six of new growths, fourteen of tubercle, one of diabetes mellitus, two of anæmia, and three of purpura. Thirty-one cases of rheumatism, one of gout, five of non-malignant new growth, six of tubercle, and one of diabetes mellitus were invalided. There was one death from tubercular disease, and one from rheumatic fever, in which the temperature rose to 109° Fahrenheit.

Rheumatism.—The number of cases, viz., 414, gives a ratio per 1,000 of 40·58, showing a decrease of 7·77 per 1,000 when compared with 1893, and a decrease also of 15·65 per 1,000 on the average ratio of the last seven years. The mean number sick daily was 19·27, it was 19·02 in the preceding year, thus showing an increase equal to ·25. The average duration of each case was 16·99 days, showing an increase of 1·25 days as compared with 1893. The thirty-one invalidings show a ratio per 1,000 of 3·03, being an increase of ·73 per 1,000 on that of the preceding year.

New Growths.—The six cases of the non-malignant variety consisted of cystic and fibroid tumours, of which it was found necessary to invalid five, the patients refusing any operative interference.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

There are 262 cases of disease included in this group, embracing 102 of nervous diseases, seventeen of mental disorders, 104 of diseases of the eye, and thirty-nine of affections of the ear. Eighteen cases of nervous diseases ended in invaliding, with fourteen of mental disorders, ten of diseases of the eye, and three of affections of the ear. Three fatal cases appear in this group, viz., one from epilepsy, one from general paralysis of the insane, and one from pyæmia con-

Mediterranean Station.

sequent on disease of the internal ear. The cases classed as nervous diseases comprise one of disease of the spinal cord, twenty-four of paralysis, forty-two of neuralgia, seventeen of vertigo, thirteen of epilepsy, and five of various other affections; of these, one was invalided for disease of the spinal cord, two for paralysis, four for neuralgia, three for vertigo, six for epilepsy, and two for other diseases.

Diseases of the Circulatory System.

Twenty-eight cases of diseases of the circulatory system are recorded, of which twenty-three were invalided, viz., nineteen for organic disease of the heart, three for varix, and one for phlebitis. Five deaths occurred from organic disease of the heart.

Diseases of the Respiratory System.

There were 944 cases of diseases of the respiratory organs under treatment; of these, six were cases of diseases of the larynx, 784 of catarrh, thirty-five of bronchitis, two of hæmoptysis, forty-five of pneumonia, thirty of pneumonic phthisis, thirty-six of pleurisy, and six of asthma. The ratio per 1,000 was 92·54, an increase of ·77 per 1,000 when compared with 1893, and an increase of 4·47 per 1,000 when contrasted with the average ratio of the last seven years. Forty-seven persons were invalided, viz., two for bronchitis, four for pneumonia, thirty-eight for pneumonic phthisis, two for pleurisy, and one for asthma. The invaliding ratio of 4·6 shows an increase of 1·21 per 1,000 in comparison with that of the preceding year. There were five deaths, viz., two from pneumonia, and three from pneumonic phthisis; this death-rate shows a decrease of ·49 per 1,000 on that of 1893.

Diseases of the Digestive System.

The cases of disease included under this heading number 1,397, as compared with 1,427 in the previous year, the ratio per 1,000 being 136·96, and showing a decrease of 19·5 per 1,000, as contrasted with that of 1893, while, as compared with the average ratio of the last seven years, a decrease of 15·5 becomes apparent. Sore throat furnished 488 of the cases; quinsy, seventy-two; dyspepsia, 154; diseases of the mouth and teeth, nine; hernia, thirty-one; diarrhœa, 451; constipation and colic, ninety-three; hæmorrhoids, thirty-one; diseases of the stomach and intestines, twenty-three; hepatitis and other diseases of the liver, twenty-nine; and jaundice, sixteen.

With

With reference to the cases of sore throat the medical officer of the Edgar remarks, in connection with forty-eight cases occurring in that ship: "The greater number of these were "follicular tonsilitis, and in some foul ulcers occurred; there "was no skin eruption or subsequent desquamation in any "case. During the greater part of the month of December "this ship was either alongside or in dock at Malta, and a "steam dredger at work quite close caused, by the dis-"turbance of the sewage mud, a most noxious smell, especially "apparent at sundown." None of the cases of diarrhœa were of any special gravity; they are returned by thirty-five out of the thirty-seven ships on the station and were generally produced by overfeeding and indiscretion in diet, especially in the consumption of fruit, or were due to exposure to cold or wet or to changes of temperature. The invalidings were eighteen, viz., one for dyspepsia, one for disease of the mouth and teeth, fourteen for hernia, and one each for disease of the stomach and liver. There was one death due to peritonitis.

Diseases of the Lymphatic and Glandular System.

Eighty-nine cases, as compared with sixty-eight in 1893, were under treatment. Of these, eighty-one were of bubo. Two cases were invalided, one for splenic enlargement and one for bronchocele.

Diseases of the Urinary and Generative Systems.

There are ninety-four cases of these diseases tabulated, as against sixty-five in the preceding year, the ratio per 1,000 being 9·21, showing an increase of 2·09 per 1,000 on that of 1893. There were ten invalidings, six being for diseases of the kidneys, one for affection of the bladder, one for varicocele, one for orchitis, and one for chronic disease of the testicles.

Diseases of the Organs of Locomotion.

Seventy-two cases are returned, as compared with eighty in the previous year, viz., of diseases of the bones, six; of the joints, twenty-five; of the bursæ, forty; and of other diseases one. Four cases were invalided, viz., one case of disease of the bones, two of diseases of the joints, and one of talipes valgus.

Diseases of the Connective Tissue and Skin.

These diseases furnished 1,873 cases; the ratio per 1,000 was 183·62, which is 1·72 per 1,000 above that of 1893, but

Mediterranean Station.

11·75 per 1,000 below that of the average ratio of the last seven years. Abscess contributed 675 cases to the total; ulcer, 261; boil, 732; scabies, seventy-three; and other diseases of the skin, 132. One person was invalided for abscess, one for boil, and one for chronic eczema.

Poisons.

Nineteen cases due to the absorption of lead are included under this nomenclature; all returned to duty.

Injuries, &c.

Twelve cases of general and 2,074 of local injuries appear in the returns. The general injuries comprise one of burn, five cases of heat-stroke, one of multiple injury, and five of submersion.

Burns.—The one case recorded occurred in the person of a stoker of the Howe; the injuries, though extensive, were not severe, and were caused by an explosion taking place in one of the coal bunkers.

Heat-stroke.—Of the five cases returned, two occurred at Jeddah, and one each at Therapia, Alexandria, and Malta. Neither invaliding nor death took place under this heading.

Multiple Injury.—One case, which ended fatally, is recorded of a petty officer of the Vulcan, who was found lying at the bottom of a dry dock in Malta, having apparently fallen over from the ship into it; he sustained an extensive rupture of the left lung with other severe injuries.

Submersion.—One of the five cases returned was fatal; it occurred at Malta in the person of a petty officer of the Ramillies, who, it appears, when returning from leave fell from the dockyard jetty into the water. It was supposed that his cap was blown off, as it was found close to the water under a big crane in the Hamilton dock, and that in searching for it, the night being dark, he accidentally fell over the edge of the coping.

Local Injuries.—One hundred and twenty-four burns and scalds, and 1,950 wounds, fractures, contusions, &c., were under treatment during the year. Twenty-one persons were invalided from the effects of wounds or fractures. Four deaths occurred, three of which were due to fracture of the skull, and one to dislocation of the spine.

Unclassed.

Suicide.—One case only is returned, in which an officer committed suicide by shooting himself with a pistol.

NORTH AMERICAN AND WEST INDIAN STATION.

WYMAN & Co. Lith. 74 & 75 Great Queen St. W.C.

NORTH AMERICAN AND WEST INDIAN STATION.

North American and West Indian Station.

THE squadron employed on the North American and West Indian Station in 1894, was composed of twelve vessels, viz., seven cruisers, two sloops, one gun-boat, one floating battery, and one depôt ship. The returns from all vessels were for the entire year. The mean force, corrected for time, was 2,820, and the total number of cases entered on the sick-list during the year was 2,135; this is in the ratio of 757·09 per 1,000, and shows a decrease of 55·93 per 1,000, when compared with the ratio of 1893, and likewise a decrease of 230·91 when contrasted with that of the previous seven years.

The number invalided was forty-four, the ratio being 15·6 per 1,000, a decrease of 12·36 per 1,000 on that of last year, and of 9·11 per 1,000 when compared with the average ratio of the last seven years.

The number of deaths was eleven; the ratio being 3·9 per 1,000, an increase of ·07 per 1,000 when compared with 1893, but a decrease of ·82 per 1,000 in comparison with the average ratio of the last seven years.

The average number of men sick daily was 84·2, which is in the ratio of 29·85 per 1,000, and shows a decrease of ·81 per 1,000 when compared with the preceding year, and a decrease of 6·32 per 1,000 when contrasted with the average for the last seven years.

The numbers invalided and dead, and the ratios of the daily loss of service from disease, under each heading, will be found in the Appendix to the North American and West Indian Station (No. 4), Table No. 2.

Class I.—General Diseases—Group A.—Sub-Group 1.

In this group 185 cases are returned, viz., one of scarlet fever, ninety-six of simple continued fever, three of enteric fever, one of dysentery, eighty-three of influenza, and one of mumps.

Scarlet Fever.—One case is returned from the Blake. The source of the disease was very doubtful; but after admission to Bermuda hospital, the symptoms developed into those of the malignant type, with a temperature which reached 108° and rapidly proved fatal.

North American and West Indian Station.

Simple Continued Fever.—There are ninety-six cases recorded, compared with 151 in the preceding year. All the ships on the station, with a single exception, show cases of this disorder; they were altogether of a mild character and mainly developed on the tropical parts of the station. The Urgent, stationed at Port Royal, Jamaica, and having a complement of 130 officers and men, heads the list with twenty-eight cases, attributed principally to exposure to the sun. The Canada shows seventeen cases, the majority of which arose while the ship was at Barbados, and the Terror, stationary at Bermuda, reports fourteen cases.

Enteric Fever.—There are three entries only for this disease, compared with thirty-eight last year. They consist of solitary cases which occurred in the Blake, Canada, and Cleopatra, and, it appears, contracted the disease at Bermuda, to the hospital at which place they were sent for treatment.

Dysentery.—A case of no especial severity occurred in the Urgent, and was supposed to be due to drinking impure water on shore.

Influenza.—There are eighty-three entries for this disease, which was present in six ships of the squadron, but the cases appear generally to have been of a mild nature, averaging in duration from three to seven days.

Mumps.—A solitary case of this affection shown in the returns of the Canada is said to have been acquired at Bermuda.

General Diseases—A.—Sub-Group 2. Malarial Fevers.

Twenty-one cases of malarial fever are recorded, two of which were cases of ague and the remainder of remittent fever. There was one invaliding for the latter disease. The Canada reports the largest number of cases, amounting to ten, contracted principally at Port Royal. Of seven cases returned by the Pelican, one was primarily contracted the previous year, and apparently underwent a slight relapse on re-entering the tropics; the others all originated at Belize.

General Diseases—A.—Sub-Group 3. Septic Diseases.

This group is represented by a single case of erysipelas, occurring in the Tourmaline at Halifax; the patient was removed to sick quarters on shore, where he made a good recovery.

General Diseases—A.—Sub-Group 4.

There are 239 cases included in this group, of which sixty-nine were of primary syphilis, forty-six of secondary syphilis, and 124 of gonorrhœa and its sequelæ. Three persons were invalided for secondary syphilis.

Syphilis, Primary.—Sixty-nine cases are recorded, against seventy-two in 1893, the ratio per 1,000 being 24·46, a decrease of 3·12 per 1,000 as compared with the preceding year, and also a decrease of 13·85 in comparison with the average ratio of the last seven years. The mean duration of each case was 38·69 days, an increase of 5·69 days compared with the previous year. The greater number of the cases were contracted at Barbados; the remainder were mostly acquired at Jamaica, Bermuda, and Halifax.

Syphilis, Secondary.—Forty-six cases of constitutional syphilis are tabulated, compared with seventy-eight in the preceding year; the ratio per 1,000 was 16·31, which is 13·57 per 1,000 below that of 1893, and also 1·89 per 1,000 below the average of the last seven years. The mean duration of each case was 29·86 days, a decrease of ·39 days contrasted with the previous year.

Gonorrhœa and its Sequelæ.—There are 124 cases recorded, being in the ratio of 43·97 per 1,000, and showing a decrease of 1·24 per 1,000 when compared with 1893.

General Diseases.—Group B.

Thirteen cases are returned, viz., seven of the effects of climate or of heat, and six of alcoholism; the majority of the former were of slight importance, but two cases belonging to the Terror were invalided for climatic debility, associated in one instance with mental depression, and in the other with progressive emaciation. Two of the six cases of alcoholism were of some severity.

General Diseases.—Group D.

This group comprises 112 cases, viz., 107 of rheumatism, four of gout, and one of anæmia. There were four invalidings for rheumatism, and one death from the same cause.

Rheumatism.—The cases of this disease numbered 107, the ratio being 37·94, a decrease of 1·14 compared with 1893. The invalidings show a decrease of ·88 in comparison with the preceding year.

North American and West Indian Station.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

These diseases include seventy-seven cases, viz., of diseases of the brain, two; of neuralgia, twenty-nine; of vertigo, two; and of epilepsy, four. There were seven cases of mental disorder and thirty-three of the organs of special sense, the latter including twenty-four of affections of the eye and nine of the ear. The ratio per 1,000 was 27·3, a decrease of ·28 per 1,000 compared with the preceding year. The invalidings under this head numbered eight; in the previous year there were sixteen; of these, three were for epilepsy; three for insanity, and two for diseases of the eye. There were four deaths, three from diseases of the brain, one of which remained from the preceding year, and one from epilepsy, the direct cause of death in the latter case being cardiac failure.

Diseases of the Circulatory System.

Nine entries for the diseases included under this heading are reported. Among them were three of organic disease of the heart, five of functional disease of the heart, and one of varix. The invalidings numbered four, viz., two for organic disease of the heart, and two for functional affection of that organ.

Diseases of the Respiratory System.

These diseases furnish 137 cases to the aggregate; the ratio per 1,000 is 48·58, a decrease of 22·3 per 1,000 compared with 1893, and of 34·08 per 1,000 when contrasted with the average ratio of the last seven years. The cases of catarrh were the most numerous, and amounted to 109; there were also four cases of diseases of the larynx, seven of bronchitis, one of hæmoptysis, two of pneumonia, ten of pneumonic phthisis, and four of pleurisy; seven cases were invalided, the ratio per 1,000 being 2·48, a decrease of 2·5 per 1,000 on the preceding year; included among these are one case of bronchitis and six of pneumonic phthisis. One death occurred from pneumonic phthisis.

Diseases of the Digestive System.

The number of cases of these complaints recorded is 275, that in 1893 having been 217; the ratio per 1,000, 97·51, showing an increase of 14·37 per 1,000 when compared with

with that year, but a decrease of 29·87 per 1,000 when regarded in comparison with the average ratio of the last seven years. The cases include seventy-eight of sore throat, six of quinsy, forty of dyspepsia, two of hernia, eighty-seven of diarrhœa, forty-nine of constipation and colic, four of hæmorrhoids, five of diseases of the stomach and intestines, two of hepatitis, and two of jaundice. Three persons were invalided for hernia, and one each for chronic diarrhœa, rectal abscess, and hepatitis. There were two deaths from enteritis.

Diseases of the Lymphatic and Glandular System.

Fifty-one cases are returned, against thirty-six in the previous year. Forty-eight were cases of bubo; there were no invalidings under this heading.

Diseases of the Urinary and Generative Systems.

Thirty cases appear under this nomenclature, as compared with sixteen in the preceding year; the ratio per 1,000 is 10·63, showing an increment of 4·5 per 1,000 as contrasted with 1893, and of 1·91 per 1,000 compared with the average of the last seven years. One case of disease of the kidneys and one of disease of the bladder were invalided, but there was no mortality.

Diseases of the Organs of Locomotion.

Fourteen affections of these organs were under treatment, including three cases of diseases of the bones, six of diseases of the joints, and five of affections of the bursæ.

Diseases of the Connective Tissue and Skin.

There are 501 cases returned under this head, equal to 177·65 per 1,000, showing an increase of 17·88 per 1,000 compared with 1893, but a decrease of 4·61 per 1,000 compared with the average of the last seven years; 208 cases of abscess, 100 of ulcer, 141 of boil, twelve of scabies, and forty of other diseases of the skin compose the aggregate. One case of ulcer and a case of chronic eczema were invalided.

North American and West Indian Station.

Poisons.

Five cases appear under this heading, viz., four cases of poisoning from the absorption of lead, and one, a case of poisoning by Manchineel, in the person of a stoker of the Pelican, who made use of some of the leaves of this plant after bathing at Grenada, and was under treatment for eleven days with severe vesication of scrotum, perinæum, and inside of thighs.

Injuries, &c.

General Injuries.—Two cases of submersion proved fatal, viz., a seaman of the Magicienne was drowned by falling overboard whilst employed stopping on his hammock, and a stoker of the Mohawk, returning from leave at Bocas del Tore, in the steam cutter, accidentally fell overboard and was also drowned.

Local Injuries.—Of 463 local injuries treated, thirty-seven were burns or scalds, and 426 fractures, wounds, contusions, &c. Five cases were invalided for disabilities arising from local injuries, but fortunately no deaths have to be recorded.

SOUTH EAST COAST OF AMERICA STATION.

Wyman & Sons, Ltd, Lith. 63, Carber Lane 7111-5-95.

SOUTH EAST COAST OF AMERICA STATION.

South East Coast of America Station.

THE squadron on the South East Coast of America in 1894 consisted of five vessels, viz., two cruisers and three sloops. The returns from three were for the whole year, and from the remainder for six months. The mean force, corrected for time, was 700, and the total number of cases of disease and injury entered on the sick-list was 933; this is in the ratio of 1,332·85 per 1,000, an increase, when compared with the last year's ratio, of 576·25 per 1,000, and of 447·58 per 1,000 contrasted with the average of the last seven years.

Eighteen persons were invalided, being in the ratio of 25·71 per 1,000, showing an increase of 3·07 per 1,000 when compared with 1893, and 4·96 per 1,000 in comparison with the average of the last seven years.

There were two deaths, giving the ratio of 2·85 per 1,000, a decrease of 8·47 per 1,000 in comparison with 1893, and of 3·82 per 1,000 when contrasted with the average of the last seven years.

The mean number of men daily ineffective from disease and injury was 27·94, which is in the ratio of 39·91 per 1,000, and shows an increase of 11·97 per 1,000 when compared with 1893, and of 10·76 per 1,000 when contrasted with the mean ratio of the last seven years.

The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be found in the Appendix to the South East Coast of America Station (No. 5), Table No. 2.

Class I.—General Diseases.—Group A.—Sub-Group 1.

This group is represented by 193 cases, including sixty-two of simple continued fever, one of enteric fever, two of yellow fever, two of dysentery, and 126 of influenza.

Simple Continued Fever.—These cases were as a rule of a mild nature and of short duration; they were present in the Barracouta, Beagle, and Sirius, and were principally developed at Rio Janeiro and at Monte Video; some of them were supposed to have had a malarial origin, others were excited by exposure to the sun.

Enteric Fever.—The solitary case of this disease, in the person of a stoker, occurred on board the Racer, and was thought to have been contracted at Buenos Ayres.

South East Coast of America Station.

Yellow Fever.—The two cases of this disease are shown in the returns of the Sirius; they occurred at Rio Janeiro in the month of February; the first case came under treatment on the 23rd, the second on the 24th of that month; they were both immediately sent to the Yellow Fever Hospital at Jura Juba, and were eventually invalided, one of them, however, described as a small weakly man addicted to drink, died on the passage home. With reference to them, the medical officer of the Sirius* remarks: "The mode of origin in "these two cases was doubtful; according to subsequent "enquiries, cases of yellow fever had occurred among the men "who live in the coal lighters; and as the lighters had been "alongside the ships for coaling, ten days before, it is possible "that infection was received in some way from them." No further cases occurred on board the Sirius, and the other vessels of the squadron which, owing to a revolution in the city of Rio Janeiro, had been anchored in its harbour during the months of January, February, and part of March, when this disease was epidemic, remained free from it. The medical officer† of the Racer observes, in reference to the prevalence of this disease: "While at Rio Janeiro in January and "February yellow fever was epidemic in the city, and in the "latter month cases occurred on board the foreign men-of-"war and merchant ships, the latter suffering severely, but, "with the exception of the Sirius, where two cases took place, "the ships of the English fleet escaped, and were to be con-"gratulated on their immunity from the epidemic, which has "been the most severe known for many years."

Dysentery.—The two cases returned occurred in the Sirius, and made a good recovery.

Influenza.—Cases of this affection, 126 in number, appeared in the Acorn, Barracouta, and Sirius. Ninety-two of these are returned from the Sirius, the disease having appeared in August whilst the ship was at Rio Janeiro. It appears to have been of a mild type and without any complications ensuing, a result no doubt largely due to the warmth of the climate. Twenty-three cases, occurring in the Acorn, appear to have been acquired at Monte Video, where the disease was very prevalent, and eleven are reported from the Barracouta.

General Diseases.—A.—Sub-Group 2.—Malarial Fevers.

Malarial diseases furnished two cases of ague, and three of remittent fever. The cases of ague are returned from the Acorn and Barracouta. One of them contracted the disease originally when serving on the West Coast of Africa, and had since been the subject of repeated attacks. The cases of remittent fever were slight, and made good recovery.

* Staff Surgeon Samuel W. Vasey.
† Surgeon Walter H. S. Stalkartt, M.B.

General Diseases—A.—Sub-Group 3.—Septic Diseases.

This sub-group is represented by two mild cases of erysipelas which occurred in the Beagle, and were discharged to duty.

General Diseases—A.—Sub-Group 4.

Syphilis, Primary and Secondary.—Twenty-three cases of primary syphilis are returned, being in the ratio of 32·85 per 1,000, an increase on the preceding year's ratio equal to 8·33 per 1,000, and 5·81 in comparison with the average ratio of the last seven years. The mean duration of each case was 23·17 days, or 1·75 days less than in 1893. Eight cases of secondary syphilis were treated; in comparison with nine in 1893. One case was invalided.

Gonorrhœa and its Sequelæ.—Twenty-six cases of gonorrhœa, many of which were acquired at Monte Video, and three of its sequelæ, appear under this heading. A case of stricture, a sequela of gonorrhœa, was invalided.

General Diseases.—Group B.

Four cases are returned, viz., one of the effects of climate, and three of alcoholism; none of the latter approached in severity to delirium tremens.

General Diseases.—Group D.

This group is represented by forty cases of rheumatism, which show a ratio per 1,000 of 57·14, being an increase of 19·41 per 1,000 when contrasted with the preceding year, and likewise of 24·5 per 1,000 in comparison with the average ratio of the last seven years. Three cases of rheumatism were invalided.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

Fifteen cases are shown in this group, consisting of four of neuralgia, three of vertigo, one of epilepsy, one of insanity, and six of diseases of the eye. The case of insanity was invalided.

South East Coast of America Station.

Diseases of the Circulatory System.

A solitary case of varix is reported under this nomenclature. The affection was unusually painful and severe; and it was found necessary to invalid the patient.

Diseases of the Respiratory System.

Sixty-eight cases came under treatment, viz., one of disease of the larynx, sixty-five of catarrh, and one each of hæmoptysis and pneumonia. There was no invaliding.

Diseases of the Digestive System.

These diseases are represented by 185 cases, twenty of which were of sore throat, five of quinsy, eighteen of dyspepsia, two of hernia, 125 of diarrhœa, nine of constipation and colic, one of hæmorrhoids, three of diseases of the stomach and intestines, and one each of hepatitis and jaundice. The ratio per 1,000 was 264·28, which shows an increase of 134·1 per 1,000 in comparison with that of 1893, and of 141·98 per 1,000 when contrasted with the mean ratio of the last seven years. The cases of diarrhœa, though numerous, are described as being generally of a mild nature, and attributed principally to chills and errors of diet. Two cases were invalided for hernia, and one for hæmorrhoids.

Diseases of the Lymphatic and Glandular System.

Fourteen cases appear in the returns, including thirteen of bubo, and one of lymphangitis. One case of bubo it was found necessary to invalid.

Diseases of the Urinary and Generative Systems.

Eight cases came under treatment, consisting of two cases of diseases of the kidneys, four cases of orchitis, and two cases of hydrocele. One of the latter was invalided.

Diseases of the Organs of Locomotion.

Thirteen cases are recorded, viz., seven of diseases of the joints, and six of affections of the bursæ.

Diseases of the Connective Tissue and Skin.

Under this heading 125 cases are included, as compared with fifty-seven in the previous year, viz., fifty-nine of abscess, thirty-four of ulcer, eighteen of boil, three of scabies, and eleven of other cutaneous diseases. There was no invaliding.

Injuries, &c.

General Injuries are represented by three cases of heat-stroke, and two of submersion; one of the cases of heat-stroke it was found necessary to invalid, and one of the cases of submersion proved fatal in the person of a seaman of the Beagle, who was returning from the shore in a state of intoxication to his ship and fell overboard from a waterman's boat.

Local Injuries.—Fourteen cases of burns and scalds, and 181 of wounds, fractures, sprains, &c., are returned, of which three cases of contusions occurring in the Barracouta were invalided.

PACIFIC STATION.

Pacific Station.

THE squadron employed on the Pacific Station, in the year 1894, consisted of eight vessels, viz., five cruisers, one sloop, one gun-boat, and one store and depôt ship permanently stationed at Coquimbo. Besides these there was a detachment of Royal Marine Artillery on shore at Victoria, British Columbia. The returns from five vessels and from the marine detachment were for the entire year, and from the remainder for periods of six and a little under eleven months. The mean force, corrected for time, was 1,620, being precisely the same as that for last year, and the total number of cases of disease and injury entered on the sick-list during the year was 1,678; this is in the ratio of 1,035·8 per 1,000, and shows a decrease of 155·55 per 1,000 when compared with the preceding year, but an increase of 25·73 when contrasted with the mean ratio of the last seven years.

The number of persons invalided was twenty-two, being in the ratio of 13·58 per 1,000, which is a decrease of 9·87 per 1,000 when compared with the last year's ratio, and of 10·05 per 1,000 in comparison with the average ratio of the last seven years.

There were three deaths, which give a ratio of 1·85 per 1,000 and show a decrease of 3·08 per 1,000 when compared with 1893, and of 2·93 per 1,000 in contrast with the average ratio of the last seven years.

The mean number of men sick daily was 62·85, which is at the rate of 38·79 per 1,000, and exhibits a decrease equal to 9·59 per 1,000 when contrasted with the ratio of 1893, and also a decrease of ·44 compared with the ratio of the last seven years.

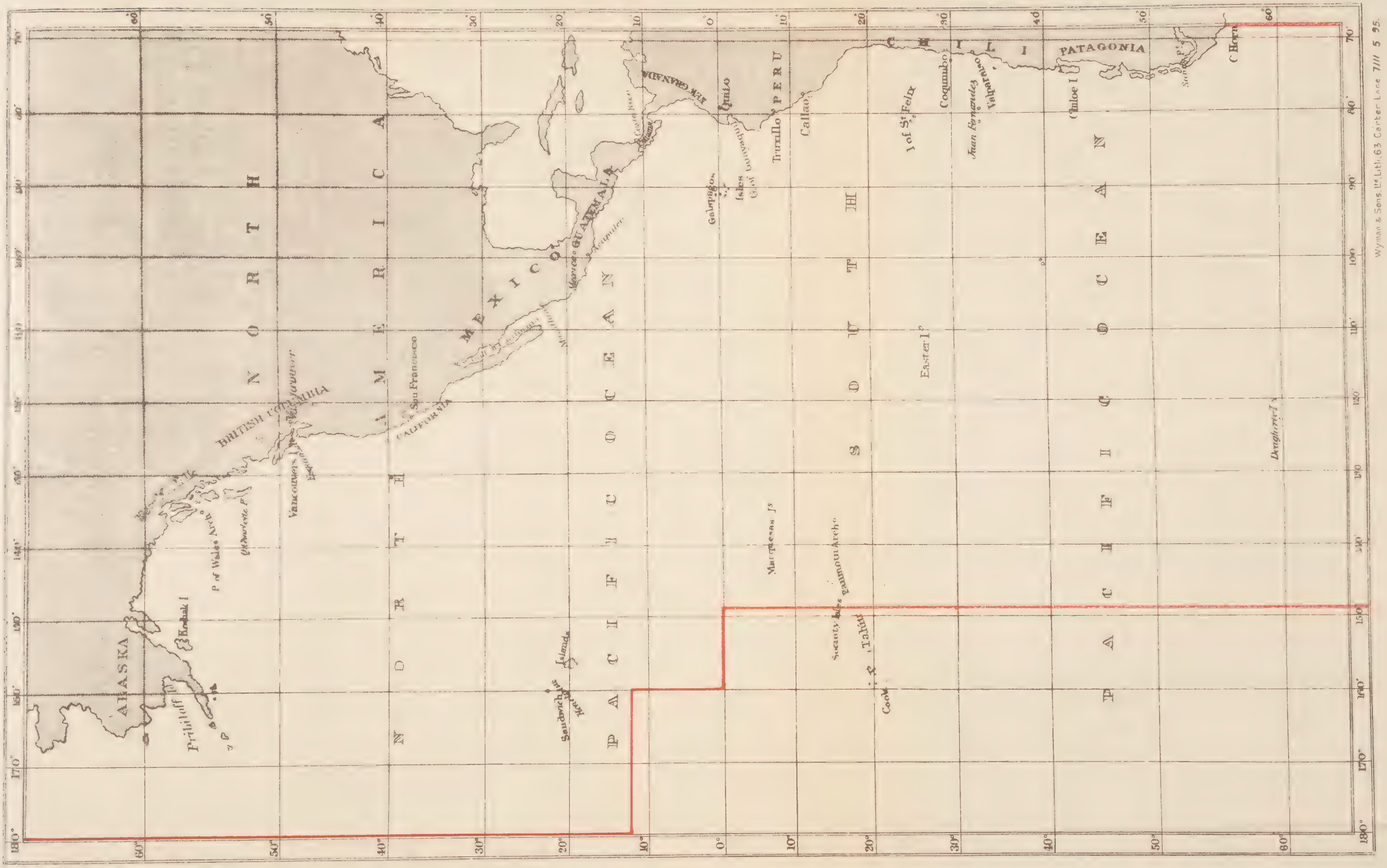
The numbers invalided and dead, and the ratios of the mean daily loss of service from disease, under the various headings, will be seen in the Appendix to the Pacific Station (No. 6), Table No. 2.

Class I.—General Diseases, Group A.—Sub-Group 1.

This sub-group comprises one case of small-pox, five cases of measles, eighty-eight cases of simple continued fever, five cases of enteric fever, and one of mumps.

Small Pox.—A solitary case, returned from the Liffey, stationary ship at Coquimbo, appeared in an abortive form in the person of an officer, who had had previous attacks in infancy

PACIFIC STATION.



infancy and in 1871. At the time he acquired the present one, the disease was extremely prevalent in Coquimbo, and neighbouring towns.

Measles.—Under this heading five cases are recorded as having occurred in the Royal Arthur; with reference to them the medical officer* remarks: "The first case was in the "person of a seaman who apparently contracted measles at "Vancouver about the 4th of July; four other cases sub-"sequently took place in the ship, the little outbreak "extending from 18th of July (the date the first case occurred) "until 8th of September, when the last of the five cases came "under notice. Every precaution was taken to prevent the "spread of the disease, and all bedding and clothing belong-"ing to the patients were at once landed and disinfected."

Simple Continued Fever.—These cases, eighty-eight in number, are returned by six ships, the maximum number on board any one vessel, fifty-one, being reported by the Royal Arthur. The majority of the cases occurred on the tropical parts of the station; they were generally of no severity and were attributed to exposure to the sun.

Enteric Fever.—Five cases are shown, occurring respectively in the Hyacinth, Liffey, Royal Arthur, and Satellite. Three were acquired at Callao, one at Coquimbo, and one at Acapulco. None of them were severe except the case recorded in the Satellite, and one case which required invaliding for debility.

Mumps.—A solitary case of this affection is shown in the returns of the Nymphe at Callao, and was sent to sick quarters at Valparaiso.

General Diseases—A.—Sub-Group 2.—Malarial Fevers.

This sub-group is represented by two cases of ague, and twenty-three of remittent fever. The cases of ague were slight, and were present in men who had previously suffered from the disease on other stations. Ten of the cases of remittent fever are shown in the returns of the Satellite; they occurred at Acapulco and Callao. Five cases reported by the Royal Arthur, three by the Nymphe, two each by the Garnet and Pheasant, and one by the Hyacinth, were acquired at Panama, and other places along the coast of Peru and Chili. One case was invalided, and one case, complicated with pneumonia, terminated fatally.

General Diseases—A.—Sub-Group 3.—Septic Diseases.

Erysipelas.—A case of cutaneous erysipelas is the only representative of this sub-group; the patient was discharged cured after a fortnight's treatment.

* Fleet Surgeon Henry T. Cox.

Pacific Station.

General Diseases—A.—Sub-Group 4.

Sixty-five cases of primary syphilis, fifty-one of secondary syphilis, and 128 of gonorrhœa and its sequelæ are comprised in this group. Three persons were invalided for secondary syphilis, and one for rheumatism, a sequela of gonorrhœa.

Syphilis, Primary.—There are sixty-five cases of this disease reported, and the ratio per 1,000, which is 40·12, shows an increase of 11·11 per 1,000 when compared with the preceding year, and also an increase of 4·35 per 1,000 in comparison with the average ratio of the last seven years. Of thirty-one cases returned by the Royal Arthur, the medical officer of that ship remarks: "In the majority of instances "the disease was contracted in Peruvian and Chilian ports; "the presence of an epidemic of small-pox at Coquimbo, by "preventing the granting of leave, saved the ship's company "from a great deal of syphilis. During a short stay in "Valparaiso of seven days, nine cases of primary syphilis "were contracted; whereas between the 19th May and 3rd "November, but two cases were contracted in the various ports "of Vancouver Island and in Vancouver itself." The cases occurring in the other ships were mostly acquired at Acapulco, Callao, Vancouver, and Honolulu. The Liffey, which is permanently stationed at Coquimbo, has been singularly exempt from this disease. The medical officer* reports: "It indicates "a decidedly improved order of things at Coquimbo, in so far "as the liability to venereal infection is concerned, that no "case of primary syphilis has to be recorded during the year. "I ascribe the fortunate circumstance to the fact that all the "older prostitutes migrated to the mining towns of the "interior of the country shortly after the outbreak of small-"pox, and have since remained in their new locations, or "betaken themselves north to the nitrate regions."

Syphilis, Secondary.—Fifty-one cases are recorded, being in the ratio of 31·48 per 1,000, showing 4·32 per 1,000 less than the preceding year, but 6·77 more than the average of the last seven years. Three persons were invalided for this disease, as against four in the previous year.

Gonorrhœa and its Sequelæ.—This affection, with its sequelæ, furnishes 128 cases; of these, 102 were of gonorrhœa, and twenty-six of various sequelæ, such as stricture, epididymitis, rheumatism, &c. The ratio per 1,000 is 79·01, exhibiting a decrease of 19·13 per 1,000 in comparison with 1893, but an increase of 5·94 per 1,000 when contrasted with the average ratio of the last seven years. The mean duration of each case was 17·3 days, which is 4·19 days less than in the preceding year.

* Fleet Surgeon John K. Conway, M.D.

General Diseases—Group B.

Four cases only are returned under this group, comprising two cases of parasitic disease, due to insect bites, one of the effects of climate, characterised principally by debility, and one mild case of alcoholism.

General Diseases—Group D.

This group embraces fifty-eight cases of rheumatism, nine of gout, five of new growths, one of tubercular disease, three of anæmia and one of purpura; of these, six cases of rheumatism and one of gout were invalided.

Rheumatism.—This disease is represented by fifty-eight cases, giving a ratio of 35·8 per 1,000, being 4·32 per 1,000 less than that of the preceding year, and 11·35 below the average ratio of the last seven years.

New Growths.—The four cases of the non-malignant variety returned were amenable to operation; two consisted of papillomatous growths, and two of cartilage tumours. The case recorded of malignant new-growth which was described to be a sarcomatous tumour intimately connected with the parotid gland, occurred in the person of a young officer; it was successfully removed, and six months after the operation there was no sign of any reappearance of the disease.

Tubercle.—This solitary case of tubercular meningitis, occurring in the Royal Arthur, proved fatal.

Class II.—Local Diseases.

Diseases of the Nervous System, and Organs of the Special Senses.

Forty-four cases are recorded, viz., fourteen of diseases of the nervous system, twelve of the eye, fifteen of the ear, and three of affections of the nose. The ratio per 1,000 is 27·16, showing an increase of 3·09 per 1,000 in contrast with 1893. There were only two persons invalided under this head, viz., one for paralysis and one for epilepsy, the former being a case which remained from the preceding year.

Diseases of the Circulatory System.

Five cases came under treatment, viz., two of functional disease of the heart, one of varix and two of phlebitis.

Pacific Station

Diseases of the Respiratory System.

There are 137 cases in the returns, against 233 in 1893, giving a ratio of 84·56 per 1,000, and showing a decrease of 59·26 per 1,000 as compared with the ratio of that year. They include two cases of diseases of the larynx, 124 of catarrh, one each of bronchitis and hæmoptysis, four of pneumonic phthisis, and five of pleurisy. Three cases of pneumonic phthisis were invalided, of which one remained from the preceding year.

Diseases of the Digestive System.

The cases recorded in this group number 198, the ratio per 1,000 being 122·22, exhibiting a decrease of 6·79 per 1,000 when contrasted with the previous year, and of 10·55 per 1,000 in comparison with the mean ratio of the last seven years. To the aggregate number, sore throat contributed fifty-six cases; quinsy, nineteen; dyspepsia, nine; diseases of the mouth and teeth, five; hernia, seven; diarrhœa, seventy-two; constipation and colic, fifteen; hæmorrhoids, four; diseases of the stomach and intestines, four; hepatitis, four; and jaundice, three. Two invalidings for hernia took place.

Diseases of the Lymphatic and Glandular System.

Fourteen cases are returned under this nomenclature, all of which were cases of bubo.

Diseases of the Urinary and Generative Systems.

Twenty-nine cases appear under this head, compared with nine in the previous year; this number includes three of disease of the kidneys, three of affections of the bladder, two of varicocele, eight of orchitis, four of phimosis, four of balanitis, two of hydrocele, and one each of paraphimosis, ulcer of penis, and incontinence of urine. One case of varicocele was invalided.

Diseases of the Organs of Locomotion.

Twenty cases are comprised in this nomenclature, viz., one of disease of the bones, five of diseases of the joints, and fourteen of diseases of the bursæ.

Diseases of the Connective Tissue and Skin.

There were 347 cases of these diseases treated, the ratio per 1,000 being 214·19, showing a decrease of 51·24 per 1,000 in comparison with the preceding year. The cases of abscess numbered 141; of ulcer, twenty-seven; of boil, 140; of scabies seven; and of other diseases of the skin, thirty-two.

Poisons.

Two cases are tabulated; one, a case of lead poisoning occurring in the person of a ship's painter of the Royal Arthur; and one of poisoning by tinned salmon in the person of a petty officer of the Garnet. Both cases made a rapid recovery.

Injuries, &c.

General Injuries.—Under this heading only one case of heat-stroke occurred in the person of an engine-room artificer of the Royal Arthur, with regard to which case the medical officer observes that it was remarkable in that the extreme hyperpyrexia of 107° was not accompanied by either delirium or coma, and bears testimony to the value of iced water enemata as being, in his experience, a ready means of reducing the temperature in such cases.

Local Injuries.—There are 430 local injuries reported, of which twenty-five were burns or scalds, and 405 wounds, fractures, contusions, &c. There was one invaliding in the person of a seaman of the Champion who fell from aloft, striking the hammock netting and received a severe contusion of the left shoulder which was followed by paralysis of that arm. One death is reported from the Royal Arthur, which occurred in the person of a boy who was accidentally shot by another lad firing the contents of a No. 12 bore shot gun at deceased, not knowing that the gun was loaded.

CAPE OF GOOD HOPE AND WEST COAST OF AFRICA STATION.

Cape of Good Hope and West Coast of Africa Station.

THE squadron on the Cape of Good Hope and West Coast of Africa Station in 1894 was composed of eighteen vessels, viz., seven cruisers, one sloop, four gun-boats, five special service vessels, one coast defence ship, and a crew of the coast defence ship employed on shore as a garrison for the Island of Ascension. The returns from seventeen vessels and from the garrison at Ascension were for the whole year, and from the remaining vessel for three months. The mean force, corrected for time, was 2,800, and the total number of cases of disease and injury entered on the sick-list was 3,687; this is in the ratio of 1,316·78 per 1,000, and shows an increase of 79·92 per 1,000 when compared with the preceding year, and also an increase of 125·64 per 1,000 in comparison with the average of the last seven years.

One hundred and twenty-eight persons were invalided, giving a ratio per 1,000 of 45·71; this is 3·74 per 1,000 higher than in 1893, and 10·65 above the average of the last seven years.

There were fifty-five deaths; the ratio per 1,000 was 19·64, which is 16·36 in excess of the preceding year, and 13·38 higher than the mean ratio of the last seven years. This increase is principally due to malarial fevers and wounds in action.

The average number of men daily ineffective from disease and injury was 131·7, giving the ratio of 47·03 per 1,000, being 8·45 above that of the previous year, and showing an augmentation of 8·48 per 1,000 when contrasted with the last seven years' average.

The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be seen in the Appendix to the Cape of Good Hope and West Coast of Africa Station (No. 7), Table No. 2.

Class I.—General Diseases—Group A.—Sub-Group 1.

This group comprises 173 cases, consisting of eight cases of small-pox, 142 of simple continued fever, three of enteric fever, and twenty of dysentery.

Small-pox.—Eight cases are recorded, four of which are returned by the Pioneer and two each by the Adventure and Raleigh.

CAPE OF GOOD HOPE AND WEST COAST OF AFRICA STATION.

Wyman & Sons, Ltd, Lith, 63, Carter Lane. 1885 · 95.

Raleigh. With regard to the Pioneer, it appears that the disease was contracted at Fort Maguire, and first appeared in the person of a native boy employed on board, the ship being at that time cruising on Lake Nyassa. Two other natives and the medical officer of the ship were also attacked by it, but the disease ran a mild course, and after isolation of the cases and thorough disinfection of the vessel and clothing, no further cases occurred. The Adventure reports two cases, and with reference to the disease the medical officer* observes: "It is practically endemic in all the large native "villages, but at various times it assumes the form of an "epidemic. This was the case about the end of July, when "the disease appeared at Fort Maguire first and rapidly "spread along the southern and western shores of the lake "and afterwards travelled southward as far as Blantyre. All "the proper ship's company were then, or a short time "previously, re-vaccinated, and none of them contracted the "disease. In addition to these men, there were on board a "few natives who had no fixed term of engagement, but were "employed at the rough work of the ship. These were in "like manner vaccinated when the disease first appeared in "the Pioneer, and only one of them was taken ill." The remaining case occurred in the person of a medical officer at a later period of the commission. One of the two cases from the Raleigh, a krooman, supposed to have acquired the disease at St. Helena, was immediately sent to hospital at Ascension, but no information is given regarding the other.

Simple Continued Fever.—One hundred and forty-two cases of this affection are tabulated, the Raleigh heading the list with thirty-eight, and the Barrosa taking the second place with twenty. The remaining cases were disseminated through thirteen vessels, and were generally of a mild character. The principal causes of this fever appear to be chills, errors in diet, and undue exposure to the sun.

Enteric Fever.—The three cases reported were all contracted at the Cape, two at Simon's Town and one at Cape Town.

Dysentery.—Twenty cases are reported, ten of which are from the Mosquito, Herald and Pioneer, gun-boats employed on the Zambesi and Shiré rivers or on Lake Nyassa; three each from the Philomel and Sparrow, and two each from the Raleigh and Magpie. Of these there were three invalidings and three deaths, one of the latter being a case remaining from the previous year. The disease appears to have been prevalent at Zanzibar, and many of the cases were caused by impure shore-water.

* Surgeon Alexander F. Harper.

Cape of Good Hope and West Coast of Africa Station.

General Diseases—A.—Sub-Group 2.—Malarial Fevers.

This group includes 103 cases of ague, and 626 of remittent fever, which give a ratio of 260·35 per 1,000, showing an increase of 58·9 per 1,000 when compared with the preceding year, and 51·85 per 1,000 when contrasted with the mean ratio of the last seven years. Thirty-three invalidings and fourteen deaths occurred from remittent fever.

Intermittent and Remittent Fevers.—The Phœbe heads the list with 245 cases of remittent fever, of which the greater number were principally attributed to the operations on shore comprised in a punitive expedition to Brohemie, a town on the banks of the Benin River. The medical officer * furnishes the following particulars: "As a result of landing in this "malarious neighbourhood we had a serious outbreak of "remittent fever. After taking the town, the majority of "the ship's company had to stay night and day to protect the "stores, and it was very wet most of the time. We left the "Benin River on 3rd October; by the 14th, the day we "arrived at Ascension, the sick list had swollen to 112 cases. "On 3rd October there were twenty cases; on the 4th, "twenty-six; on the 5th, twenty-nine; on the 6th, thirty-"two; on the 7th, thirty-four; on the 8th forty-nine; on the "9th, seventy-three; on the 10th, eighty-nine; on the 11th, "100; on the 12th, 105; on the 13th, 109; and on the 14th, "112. They were all serious cases and required individual "nursing; one man died on board the afternoon of our "arrival at Ascension, and five more died subsequently at the "hospital on shore, where 100 of those cases were sent. Nearly "all of them were characterised by the most profound depres-"sion, extreme gastric irritability, and a very high tempera-"ture."

The vessels which furnish the next highest numbers are the Mosquito and Herald, which show eighty-four and eighty-three respectively; these gun-boats, with two others, are stationed on the Zambesi and Shiré Rivers, including Lake Nyassa, and collectively they return 240 cases, viz., Mosquito, fifty-three cases of ague and thirty-one of remittent fever; Herald, fourteen of ague and sixty-nine of remittent fever; Adventure, one of ague and thirty-four of remittent fever; and Pioneer, nine of ague and twenty-nine of remittent fever. Discussing the etiology, symptoms, and treatment of such malarial fevers as came under his notice, both on board and on shore, while stationed on these rivers, the medical officer† of the Mosquito observes: "As regards their causes, they may be "divided into predisposing and exciting, the former being bad "housing,

* Staff Surgeon John L. Bagnall-Oakeley.
† Surgeon George F. Dean, M.B.

" housing, want of proper food, carelessness as to change of " clothing after sunset, and the latter being chills, exposure to " the sun, bites of the carapatos bug (said to be a direct cause " at Tete), and mosquito bites. It is unnecessary to give details " of the symptoms of the milder types of malaria, but those that " present themselves more prominently in bilious remittent " or 'black water' fever may be summed up as follows: " rigors followed by headache, severe vomiting, great prostra- " tion, amounting almost to collapse, pain in the back, scanty " porter-coloured and highly albuminous urine, and a tempera- " ture ranging from 103° to 105°; later on jaundice sets in, " and there is a marked tendency to cardiac failure; in fatal " cases the temperature frequently falls below normal, and " the patient dies either from uræmic coma or cardiac failure. " It appears to be, in fact, a non-infectious yellow fever." As to treatment, he speaks very highly of antipyrin and the value of pilocarpine hypodermically in high temperatures with a tendency to rise; in large doses of quinine when the fever has subsided; he regards morphia hypodermically as a specific in severe vomiting, and sulphonal to be unsurpassed for procuring refreshing sleep. In the black water fever above alluded to, he recommends stimulants to be given early, and insists on the necessity of the patient strictly maintaining the recumbent position in view of the danger from cardiac failure. With regard to this fever the medical officer* of the Herald remarks: " That it is a terrible scourge beyond a doubt. The " fatality has been variously estimated, forty per cent. being the " lowest. Out of three bluejackets attacked, one died during " the summer of 1894, and among the European residents the " fatality was still greater during the same period. I have " met some who stated they had several attacks, and they " presented an extremely anæmic and debilitated appearance. " July and August seem to be the worst months, when the " swamps are being dried up by the sun and by the water " draining off into the subsiding river. Opinions differ in " regard to this little known disease. The best explanation " seems to me, as follows: it is an exceptionally intense form " of malarial fever, and Laveran has shown that the red " blood corpuscles are broken up and destroyed in malarial " fever, and that the 'bodies' which cause their destruction " can be found in the blood of a malarial patient, but in this " special form of fever the disintegrating process is excep- " tionally acute, so much hæmoglobin is set free in the blood " that it appears in the urine and shortly afterwards causes " yellowness of skin and conjunctiva. If the disease ends " here this discharge of hæmoglobin ceases and the urine and " skin become normal; if it persists, the passage of the " hæmoglobin irritates the kidneys and causes nephritis, and " when this happens there is hæmaturia instead of hæmoglo- " binuria. I may add that I have verified these two stages by " microscopic examination. One very interesting point may " be

* Surgeon John Dowson.

Cape of Good Hope and West Coast of Africa Station.

" be mentioned here. While microscopically examining speci-
" mens of 'black water' I noticed the presence of some
" circular red-coloured bodies, three or four times as large as
" a red blood corpuscle. On since reading the Epidemiological
" Society's transactions for 1893, I found that similar bodies
" have been described by a French naval surgeon in the
" French naval medical reports."

General Diseases—A.—Sub-Group 3.—Septic Diseases.

This group is represented by a single case of erysipelas, which is returned by the Raleigh, and was discharged to hospital.

General Diseases—A.—Sub-Group 4.

Syphilis, Primary.—There were ninety-two cases treated, being in the ratio of 32·85 per 1,000, a decrease of 4·37 per 1,000 in comparison with 1893, and of ·67 per 1,000 in contrast with the average ratio of the last seven years.

Syphilis, Secondary.—Fifty-nine cases are reported; the ratio was 21·07 per 1,000, or 5·93 below that of the preceding year, but 1·92 per 1,000 above the average ratio of the last seven years.

Gonorrhœa and its Sequelæ.—Gonorrhœa and its sequelæ contribute 172 cases; the ratio per 1,000 was 61·42, which shows an increase of 11·79 as compared with the previous year. The mean duration of each case was 23 days, or 2·88 days more than in 1893.

Five cases of secondary syphilis and one of the sequelæ of gonorrhœa were invalided.

Most of the cases of venereal diseases were acquired at Zanzibar and St. Helena, but Cape Town, Sierra Leone, Lagos, and Mombasa contributed a few. St. Helena appears to be the worst place on the station for these diseases, and the medical officer* of the Magpie states: " Out of sixteen
" cases no less than eight were contracted at St. Helena,
" during a stay of fourteen days, and these were all of severe
" form and long duration; in two or three instances men
" contracted both gonorrhœa and syphilis. The Contagious
" Diseases Act might be carried out here very successfully,
" as the number of prostitutes is small, and confined to a
" small area, but under the existing conditions venereal
" disease is rife and will, in all probability, extend in the
" island. Some attempts are made by the military authorities
" to protect their men by placing the houses of women known
" to

* Surgeon Hugh Clift.

" to be suffering from venereal disease out of bounds." With regard to venereal disease at Cape Town, the medical officer* of the Penelope, coast defence ship, stationed at Simon's Town observes: "In the comparatively few cases contracted " at the Cape, the disease was of a mild nature, and bears " striking proof of the good results of a Contagious Diseases " Act when carried out in an efficient manner, as it now un- " doubtedly is at the Cape."

General Diseases.—Group B.

Six cases of parasitic disease, three of the effects of climate or of heat, and five of alcoholism, are comprised in this group.

The six cases included under the term parasitic disease consisted of four of intestinal worms, and of two, due in one instance to the irritation produced by mosquito bites, and in the other, by the jigger or chigoe parasite. The three cases returned as due to the effects of climate or of heat, two of which occurred in the same person, were attributable to the latter cause, and one case remaining from the previous year was invalided. Three of the five cases of alcoholism were of a comparatively mild nature, the remaining two were cases of delirium tremens.

General Diseases.—Group D.

In this group are returned 156 cases of rheumatism, one of gout, two of new growths, one of tubercle, and one of pernicious anæmia. Three persons were invalided for rheumatism, and one for non-malignant new growth. The cases of tubercle and anæmia ended fatally.

Rheumatism.—The 156 cases of rheumatism recorded show a ratio per 1,000 of 55·71, being 9·73 per 1,000 higher than that in 1893, and 9·8 per 1,000 in excess of the mean ratio of the last seven years. The average duration of each case was 10·48 days, showing a decrease of 1·92 as compared with the preceding year.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

The entries under this heading number 104: comprising forty-seven of diseases of the nervous system, six of insanity, thirty-four of diseases of the eye, and sixteen of diseases of the

* Surgeon John P. J. Coolican.

Cape of Good Hope and West Coast of Africa Station.

the ear, and one of disease of the nose. The ratio per 1,000 of cases was 37·14, showing a decrease, in comparison with 1893, of 1·18 per 1,000. The invalidings numbered ten, viz., four for diseases of the nervous system, five for insanity, and one for disease of the eye.

Diseases of the Circulatory System.

This group includes five cases of organic disease of the heart, five of functional disease of the heart, nine of varix, and one of phlebitis. Seven were invalided, viz., four for organic and one for functional disease of the heart, and two for varix. One case of organic disease of the heart terminated fatally.

Diseases of the Respiratory System.

There are 269 cases of these diseases returned, the ratio per 1,000, 96·07, showing a decrease of 24·73 per 1,000 when compared with the preceding year, but an increase of 7·38 in comparison with the average ratio of the last seven years. There were 223 of catarrh, against 263 in 1893, fifteen of bronchitis, nine of pneumonia, six of pneumonic phthisis, twelve of pleurisy, three of asthma, and one of disease of the larynx. The invalidings numbered ten, viz., six for pneumonic phthisis, and four for pleurisy. Three patients died from pneumonia, and one from pneumonic phthisis.

Diseases of the Digestive System.

Of the diseases of the digestive system, 453 cases are recorded; the ratio per 1,000 was 161·78, showing an increase of 17·26 per 1,000, compared with 1893. Sore throat furnished 106 cases; quinsy, seventeen; dyspepsia, seventy-two; diseases of the mouth and teeth, one; hernia, nine; diarrhœa, 138; constipation and colic, seventy-seven; hæmorrhoids, fifteen; diseases of the stomach and intestines, eleven; hepatitis, six; and jaundice, one. Thirteen persons were invalided, viz., three for dyspepsia, four for hernia, five for diseases of the intestines, and one for hepatitis. There was one death from peritonitis.

Diseases of the Lymphatic and Glandular System.

Forty-one cases of these diseases are returned, including thirty-seven of bubo, and four of lymphangitis.

Diseases of the Urinary and Generative Systems.

Thirty-two cases of these diseases appear in the returns, giving the ratio of 11·42 per 1,000, and exhibiting an increase of 4·49 per 1,000 on the preceding year, and of 2·25 per 1,000 when compared with the mean ratio of the last seven years. There were three invalidings for disease of the kidneys, and two for varicocele. One death occurred from acute Bright's disease.

Diseases of the Organs of Locomotion.

Seventeen cases are recorded, viz., three of diseases of the bones, two of the joints, and twelve of the bursæ.

Diseases of the Connective Tissue and Skin.

The number of cases recorded is 601, the ratio, 214·64 per 1,000, showing a decrease of 22·58 per 1,000 on that of the previous year. These cases comprise 247 of abscess, 107 of ulcer, 200 of boil, three of scabies, and forty-four of various cutaneous affections. One case of chronic eczema was invalided.

Poisons.

The three cases included under this nomenclature were due to the absorption of lead; none of them were of any special severity.

Injuries, &c.

General Injuries.—Twenty-four cases of general injuries are noted, viz., sixteen of heat-stroke, two of multiple injury, and six of submersion. The cases of heat-stroke were of no great intensity, and occurred principally amongst stokers. The two cases of multiple injury proved fatal; one occurred in the person of a medical officer who, while engaged shooting, had wounded a lion, and afterwards followed it into the jungle; on wounding it a second time, the animal sprang on him, fracturing and lacerating his left arm and leg, and inflicting severe wounds in the lumbar region, besides minor injuries; the other case was caused by a petty officer of the Raleigh suddenly passing in front of a Maxim gun whilst it was being fired at the rifle range at Simon's Town, and receiving three bullets in rapid succession, the first of

Cape of Good Hope and West Coast of Africa Station

which shattered the head and neck of right humerus, the second passed through the right lung and fractured the scapula, and the third entered the right side of neck, wounding the common carotid artery.

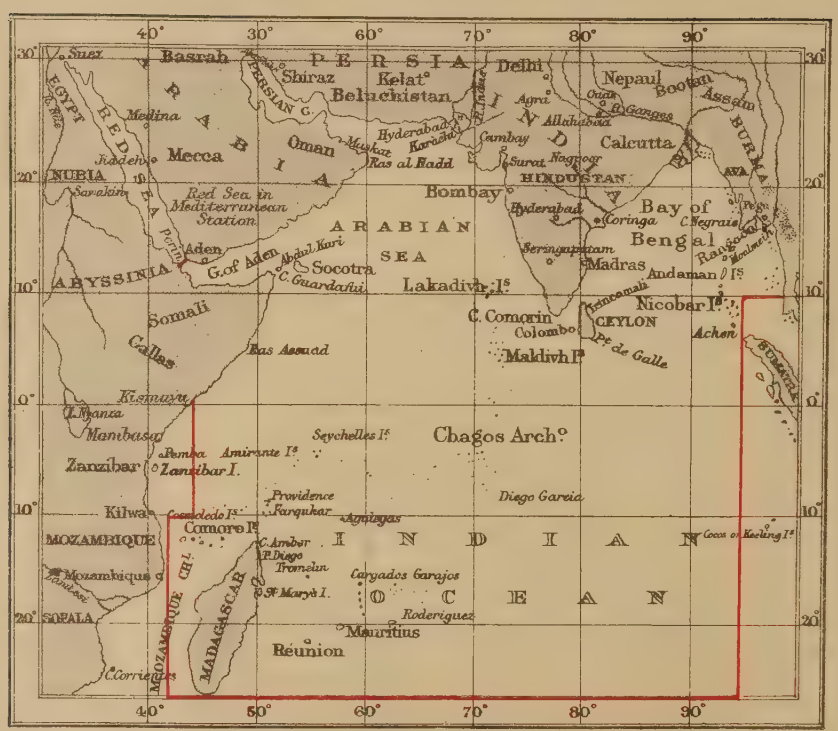
Five cases of submersion proved fatal, viz., three by falling overboard, one whilst bathing, and one by being asphyxiated whilst engaged in diving operations.

Local Injuries.—There are 644 local injuries returned; of these 41 were burns or scalds and 603 wounds, fractures, &c. Eleven persons were invalided for various forms of these injuries.

Wounds in Action.—Seventy-eight cases are recorded, viz., fifty-two in the returns of the Raleigh, twelve in those of the Magpie, nine in the Widgeon, four in the Alecto, and one in the Phœbe. Twenty-one cases were invalided, three of which were remaining from the preceding year, and twenty-one cases proved fatal. The greater number of these casualties occurred in a punitive expedition against Fodey Silah, a chief in the Combo country on the Gambia, and also in another expedition up the Brohemie creek against chief Nana.

Suicide.—An officer, who had been invalided for insanity, committed suicide by drowning while taking passage in a steamer.

EAST INDIES STATION.



Wymen & Sons, Lth. Lith 63, Carter Lane 7111-5-95.

EAST INDIES STATION.

East Indies Station.

THE squadron on the East Indies Station in 1894 was composed of eleven vessels, viz., five cruisers, four gun-boats, one coast defence ship, and one special service vessel. The returns from six of these were for the whole year, and from the remainder for periods of three and nine months. The mean force, corrected for time, was 1,870, and the total number of cases of disease and injury entered on the sick-list was 2,655, which is in the ratio of 1,419·78 per 1,000, and shows an increase, compared with the preceding twelve months, of 126·13 per 1,000, but a decrease of 195·73 per 1,000 when contrasted with the average ratio of the last seven years.

There were seventy-seven persons invalided, being in the ratio of 41·17 per 1,000, which is an increase of 8·98 per 1,000 when compared with that of the preceding year, but a decrease of 16·01 per 1,000 on the mean ratio of the last seven years.

The deaths numbered thirteen, or 6·95 per 1,000, which shows an increase of 3·05 per 1,000 when contrasted with the ratio of 1893, but a decrease of 3·76 per 1,000 in comparison with the mean ratio of the last seven years.

The average number of men ineffective daily from disease and injury was 88·6, which is in the ratio of 47·37 per 1,000, and exhibits an increase of ·16 per 1,000 when compared with the preceding twelve months, but a decrease of 5·2 per 1,000 in comparison with the average ratio of the last seven years.

The numbers invalided and dead, and the ratios of the average daily loss of service from disease under each heading, will be found in the Appendix to the East Indies Station (No. 8), Table 2.

Class I.—General Diseases—Group A.—Sub-Group 1.

This group comprises one case of chicken-pox, ten cases of measles, 404 of simple continued fever, nine of enteric fever, seventeen of dysentery, and fifty-nine of influenza.

Chicken-Pox.—A single case of this affection is reported from the Lapwing, and was sent to the hospital for infectious diseases at Bombay.

East Indies Station.

Measles.—Ten cases are recorded by the Boadicea, all of which were contracted at Calcutta, where the disease was said to have been very prevalent.

Simple Continued Fever.—There are 404 cases tabulated, three of which were invalided. The largest number of cases occurred in the Brisk, which shows sixty-one, although only forty-eight persons suffered, many of these having had multiple attacks. The Boadicea reports fifty-six cases, of which one was invalided owing to recurrent attacks of the disease, by which his general health had become enfeebled. Forty-nine cases are returned from the Magdala. The Marathon shows forty-five, the majority of which are said to have occurred at Aden; the Sphinx, forty-two; the Cossack, thirty-eight; the Plassy, thirty-one; the remaining eighty-two cases were distributed among four vessels. Exposure to solar heat, especially when men were undergoing considerable physical exertion, and climatic influences, appear to be the most fertile causes of this disease.

Enteric Fever.—Nine cases of enteric fever, one of which was invalided, appear in the returns. The Magdala records four cases, which were acquired at Karachi, and in the remaining cases, distributed among five ships, the disease was contracted at Bombay.

Dysentery.—Seventeen cases are returned; of these, three were invalided and five died; one of the latter, however, was a case remaining from the previous year. The Marathon had six cases, with one death; they all occurred at Trincomalee, and with regard to the etiology of the disease, the medical officer observes:* "It is difficult to assign a cause positively "for the outbreak. The first two cases occurred on board, "and were transferred to the sick quarters on shore, and the "remaining cases undoubtedly contracted the disease in the "sick quarters, as at the time they were attacked they were "being treated there for other affections. I could not positively trace the outbreak to any water or milk pollution. "The water is obtained from a rather shallow well situated "some distance from the hospital, close to the sea-beach, and "at the foot of a hill on which is built a row of houses "occupied by dockyard officials, and as all filth and excreta "are buried in the soil, it is not difficult for such wells to "become contaminated by drainage. I examined the water "chemically and found chlorides, which may have been due "to its close proximity to the sea; I also found a small "quantity of ammonia and organic matter, but I do not "consider that sufficient to condemn the water. I ordered all "water to be boiled, but found it very difficult to get this "done. The supply of milk at Trincomalee is exceedingly "bad;

* Surgeon Graham E. Kennedy.

"bad; it is procured in bottles from different villages, and "probably adulterated with filthy water. I always gave "strict orders that all milk should be boiled; at the same "time it is quite possible that my orders were disobeyed, and "this might account for the outbreak."

The Cossack returns five cases, occurring in four persons, one of which was invalided; two of these contracted the disease at Bombay, two at Aden, and one at Trincomalee. The Brisk and Redbreast show two cases each, respectively; one of the former died and one of the latter was invalided; the disease appears to have been contracted at Calcutta, Mauritius, and Aden; solitary cases occurred in the Magdala and Sphinx, at Karachi and Bombay respectively; the latter proved fatal.

Influenza.—Fifty-nine cases, included under this nomenclature, are returned by three vessels, viz., forty-two from the Cossack, thirteen from the Lapwing, and four from the Sphinx. In the Cossack the affection appeared while the ship was at Bombay, an epidemic having broken out there on the 9th of January, and lasting until the 17th of February. It appears to have been of a severe type, and followed by anæmia, mental depression, and in many instances by ulcerated throat and gastro-intestinal disturbance. One case was invalided owing to its sequela.

General Diseases—Group A.—Sub-Group 2.—Malarial Fevers.

This group is composed of forty-three cases of ague, forty-two of remittent fever, and four of malarial cachexia, eighty-nine cases in all. The invalidings numbered one for ague, seven for remittent fever, and three for malarial cachexia, and there were two deaths from remittent fever. The ratio of cases per 1,000 of force was 47·59, showing a decrease of 60·21 per 1,000 compared with 1893, and of 35·79 per 1,000 contrasted with the mean ratio of the last seven years. The invaliding ratio was 5·88 per 1,000, equal to an increase of ·03 per 1,000 in comparison with the previous year, while the death rate shows 1·06 per 1,000. The Brisk returns twenty-one cases of ague, occurring in nine persons, and six of remittent fever. The Cossack shows thirteen of ague and remittent fever respectively. The remaining cases were distributed in small numbers throughout nine other ships, and occurred on various parts of the station.

General Diseases—A.—Sub-Group 3.—Septic Diseases.

Under this heading two cases of erysipelas are included, which were sent to hospital at Bombay.

East Indies Station.

General Diseases—A.—Sub-Group 4.

This group comprises 378 cases, viz., 162 of primary syphilis, sixty-eight of secondary syphilis, and 148 of gonorrhœa with its sequelæ. Nine cases of secondary syphilis, and six of the sequelæ of gonorrhœa, were invalided.

Syphilis, Primary.—The cases of this disease returned, viz., 162, show a ratio of 86·63 per 1,000, which is a decrease of ·68 per 1,000 when compared with 1893, but an increase of 18·21 per 1,000 in comparison with the average ratio of the last seven years. The number of days' sickness was 3,694, compared with 5,658 in 1893, and 3,835 in 1892. The mean duration of each case was 22·8 days, showing a decrease of 8·8 days contrasted with the previous year.

Syphilis, Secondary.—The sixty-eight cases here recorded are in the ratio of 36·36 per 1,000, which is an increase of 17·83 per 1,000 compared with 1893, and of 14·13 per 1,000 in contrast with the mean ratio of the last seven years. The nine invalidings furnish a ratio of 4·81 per 1,000, which is 1·89 above that of 1893.

Gonorrhœa and its Sequelæ.—This disease contributes 148 cases, viz., 131 of gonorrhœa and seventeen of its sequelæ. The ratio per 1,000 is equivalent to 79·14, showing a decrease of 3·29 in comparison with 1893. The total loss of service from the disease and its sequelæ was 3,023 days, compared with 4,602 in 1893. The average number sick daily was 8·28, and the ratio per 1,000, 4·42, shows a decrease of 1·72 in comparison with 1893.

The venereal diseases appear to have been principally contracted at Bombay, Calcutta, Madras, and Colombo.

The medical officer of the Marathon observes: "Of all "the ports we visited during the year, Aden and Trincomalee "are almost entirely free from these diseases, but Bombay, "Calcutta, and Colombo are exceptionally bad." Referring to the number of cases on board the Brisk, the medical officer* says: "There will always be a large number of "venereal cases in the ships on the East India station, "especially at Bombay, Madras, and Calcutta, as the system "now in force in India is voluntary attendance at the Lock "hospitals. The women, realising that no one can force "them to go, have now consequently given up attending, or "probably only go after they have widely spread the disease. "The worst cases of syphilis that came under my notice "were contracted at Bombay, some of them being of a semi-"malignant type."

* Staff Surgeon Charles W. Sharples.

General Diseases—Group B.

This group comprises twenty-seven cases of diseases due to the effects of climate or of heat, and four of alcoholism. Of those due to the effects of climate or of heat, eight were invalided, and were characterised principally by vertigo, anæmia, and debility resulting therefrom. The cases of alcoholism were generally of a mild nature, and were all discharged to duty.

General Diseases—Group D.

The diseases returned in this group comprise sixty-five cases of rheumatism, five of non-malignant new growth, one of tubercle, and three of anæmia. One case of rheumatism was invalided.

Rheumatism.—There are sixty-five cases recorded, as against 105 in 1893. The ratio per 1,000 is 34·75, showing a decrease of 16·46 per 1,000 in comparison with the preceding year, and a decrease of 18·16 per 1,000 when contrasted with the average ratio of the last seven years. One case of invaliding occurred, giving a ratio of ·53 per 1,000, which is 1·42 below that of 1893. The total days' sickness was 937, as compared with 1,065 in the previous year; the average duration of each case, 14·41 days, was an increase of 4·27 days in comparison with the preceding year.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

Eighty-two cases of diseases of the nervous system are returned, including two of diseases of the brain, one of apoplexy, one of paralysis, nineteen of neuralgia, nine of vertigo, nine of epilepsy, and one of eclampsia; there were also five of insanity, twenty-two of diseases of the eye, and thirteen of affections of the ear. One case of disease of the brain, one of neuralgia affecting the hip-joint, and closely simulating chronic rheumatoid arthritis, two cases of epilepsy, three of insanity, and one case of disease of the eye, were invalided. The case of disease of the brain which had been invalided proved fatal.

Diseases of the Circulatory System.

Three cases are returned in this group, giving a ratio of 1·6 per 1,000, a decrease of 4·74 per 1,000 in comparison with the preceding year. One death occurred from organic heart disease.

East Indies Station.

Diseases of the Respiratory System.

The number of cases of these diseases reported is ninety-four, and the ratio 50·26 per 1,000, that of the previous year having been 64·87 per 1,000; this shows a decrease of 14·61 per 1,000. Catarrh is represented by seventy-three cases, thus contributing largely to the aggregate. Ten cases were invalided, viz., one of pneumonia, six of pneumonic phthisis, one of pleurisy, and two of asthma. One case of pneumonia proved fatal.

Diseases of the Digestive System.

There are 322 cases tabulated under this nomenclature; this is in the ratio of 172·19 per 1,000, showing an increase of 57·07 per 1,000 in comparison with the preceding year. The cases of diarrhœa numbered 151; those of sore throat, forty-six; of dyspepsia, twenty-seven; and of constipation and colic, forty-nine. Eight persons were invalided for these diseases, including one of sore throat followed by chronic ulceration of the tonsils, one of chronic dyspepsia, one of caries of the teeth, two of hernia, two of diarrhœa, and one of hæmorrhoids. There was one death from abscess of the liver.

Diseases of the Lymphatic and Glandular System.

There are reports of thirty-seven cases, thirty-one of which were of bubo and six of lymphangitis.

Diseases of the Urinary and Generative Systems.

Eighteen cases appear here, as compared with twenty-one in 1893: the ratio per 1,000 is 9·62, showing a decrease equal to ·62 per 1,000 in comparison with that year.

Diseases of the Organs of Locomotion.

There are seventeen cases classed under this heading, including thirteen of diseases of the joints and four of the bursæ. A case of disease of the knee-joint was invalided.

Diseases of the Connective Tissue and Skin.

The number of cases recorded is 569 against 540 in 1893; there were 229 cases of abscess against 208 in 1893, ninety-nine of ulcer against eighty-five, and 211 of boil against 212. The cutaneous diseases proper were thirty in number. The ratio per 1,000 is 304·27, showing an increase of 40·86 on that of the preceding year. There were no invalidings.

Poisons.

One case of poisoning by the absorption of lead appears under this nomenclature.

Injuries, &c.

General Injuries.—Twenty-three cases of general injuries have been treated during the year, viz., twenty-two of heat-stroke and one of multiple injury. Five men were invalided for the results of heat-stroke, and there was one death from this cause and one from multiple injury.

Heat-Stroke.—The majority of these cases occurred during the summer months at Aden. The fatal case was entered at that port, and of those invalided two occurred there and three at Trincomalee.

Multiple Injury.—This fatal case was due to a signalman of the Boadicea falling into a dry dock in which the ship was placed at Bombay, a distance of some twenty-seven feet, whereby he sustained a fracture of the skull and right lower jaw.

Local Injuries.—There are 415 cases so classed, as compared with 361 in the previous year; the burns and scalds number fifty, while fractures, wounds, contusions, &c., amount to 365. Two persons were invalided for the results of local injuries.

CHINA STATION.

China Station.

THE squadron employed on the China Station in the year 1894 consisted of twenty-six vessels, viz., one battle-ship, nine cruisers, two gun-vessels, ten gun-boats, one despatch vessel, one coast defence ship, one sloop, and one receiving ship stationary at Hong Kong. The returns from eighteen of these vessels were for the whole year, and from the remainder for periods varying from four days to six months. The mean force, corrected for time, was 3,500, and the number of cases of disease and injury entered on the sick-list during the year was 4,125, which is in the ratio of 1178·57 per 1,000, and is a decrease of 124·7 per 1,000 when compared with the preceding year, and of 118·52 when contrasted with the average ratio of the last seven years.

The number invalided was eighty, being in the ratio of 22·85 per 1,000, a decrease of 10·21 per 1,000 when compared with the preceding year, and of 3·21 per 1,000 in comparison with the average of the last seven years.

The deaths numbered twenty-two, giving an average ratio of 6·28 per 1,000, showing a diminution, in comparison with the preceding year, of ·27 per 1,000, and an increase of ·28 per 1,000 when contrasted with the average of the last seven years.

The average number of men daily ineffective from disease and injury was 171·85; this is at the rate of 49·1 per 1,000, and exhibits a decrease, when compared with the preceding year, of 2·91 per 1,000, and also a decrease of 3·02 per 1,000 in comparison with the mean ratio of the last seven years.

The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be found in the Appendix to the China Station (No. 9), Table No. 2.

Class I.—General Diseases—Group A.—Sub-Group 1.

This group comprises seven cases of small-pox, two of cow-pox, three of measles, four of epidemic rose rash, 249 of simple continued fever, seventeen of enteric fever, sixteen of dysentery, and twenty-four of influenza.

Small-pox.—Solitary cases of this affection are shown in the returns from seven vessels, and they appear to have been contracted at various ports on the station; three, however, were

CHINA STATION.

7111 495. WYMAN & Co. Lith. 56, Carter Lane.

were acquired at Hong Kong, where the disease was said to have been very prevalent among the natives. All these cases were of a mild type, and the subjects had been previously vaccinated with the exception of one belonging to the Linnet, regarding which no information has been afforded on this point.

Measles.—Three cases are returned. Two of these occurred in the Imperieuse, and one in the Rattler. The former contracted the disease at Hong Kong, and the latter at Bankok.

Epidemic Rose Rash.—Four cases are shown, of which three occurred at Hong Kong in the persons of officers belonging to the Mercury, Porpoise, and Swift; they were at once removed to hospital. The fourth case took place at Koli-si-chang, the subject being a seaman of the Rattler.

Simple Continued Fever.—The number of cases of this affection recorded is 249; it prevailed in twenty-one ships; the maximum number, viz., thirty-eight, having been returned from the Centurion. The disease appears to have been acquired more or less on all parts of the station, and is principally attributed to the heat of the sun, excess in diet, and to men getting chilled after bodily exertion. One case, which terminated fatally owing to cardiac failure, is reported from the Esk.

Enteric Fever.—Seventeen entries for enteric fever are reported, with two invalidings and two deaths. Six cases are returned by the Pigmy, all of which were contracted at Hankow; four by the Porpoise, three of which were probably acquired at Chemulpo; single cases, some of which were severe, are returned by seven other ships, and they were contracted at the following places: Hong Kong, Singapore and Seoul, a guard having been landed at the last-named place for the protection of our Legation. Discussing the etiology of the cases which occurred in the Porpoise, and of the disease generally on the China station the medical officer * of that ship observes, "These cases would appear to have had a "common source of origin as all became ill within a week of "one another; if contracted on shore, Chemulpo was possibly "responsible, although I failed to find any clue to the cause "in any one of the cases. Where the surroundings are so "unfavourable as in the towns we have visited in China, and "where leave has been given, it is a little remarkable that "enteric troubles have not been more common. The two most "common vehicles for conveying the poison, viz., milk and "water, may be worth a remark. Milk in China is expensive "and its sale is guarded by local authorities who exact its sale "in sealed bottles from duly certified dairies only; this fact "places milk among expensive luxuries, and, therefore, out of "the reach of our men as a practice, the result being that they "use tinned milk. Water for drinking purposes is distilled "on

* Surgeon John Lloyd Thomas.

China Station.

" on all occasions, except that obtained at Hong Kong, the " purity of which is known ; moreover, on account of the " cheapness of mineral waters on this station, this form of " drink is almost universal, and the men, who are no mean " judges of good things, as a rule will only drink the waters " made by well-known firms. In this way both milk and " water, as carriers of poison, reach the men less frequently " than on a station like the Mediterranean, where the milk " is reasonably cheap and the water doubtful. One remark- " able source of danger from poison by direct introduction " into the alimentary canal obtains at Chefoo, in North " China, and is worthy of the cunning of the Chinese. " During the cold weather, after a bullock is killed, water " from the nearest source—and Chinese water for use among " the natives is useless if not contaminated—is injected into " the veins and the meat hung up to freeze ; this when frozen " solid is ready for the market, and the buyer takes home " with him the germs of a possibly fatal disease. Uncooked, " there is nothing peculiar about the meat, but when boiled " there is a mottling on its cut surface of a brick colour. The ' additional weight obtained by the frozen water is palpably ' the one object of the Celestial. Europeans in Chefoo in- ' variably obtain their beef from Shanghai for safety."

Dysentery.—There are sixteen entries for this disease, with three invalidings and one death ; four of these, however, were re-entries, so that twelve persons only were affected. Nearly all the cases originated either at Hankow or at Chefoo.

Influenza.—Twenty-three entries for influenza are reported from the Pallas, and one from the Undaunted. The former took place at Hong Kong during the first quarter of the year, when the disease is said to have been very prevalent at that port.

General Diseases, A.—Sub-Group 2.—Malarial Fevers.

Five cases of ague, twenty-six of remittent fever, and one of malarial cachexia are tabulated under this head ; one case of remittent fever was invalided. The ratio per 1,000 was 9·14, which shows a decrease of 18·45 per 1,000 in comparison with that of the preceding year, and of 19·69 when contrasted with the average ratio of the last seven years. The Swift returns seven cases and the Rattler four of remittent fever, which were developed at Singapore and at Bangkok. One case of ague and three of remittent fever are shown by the Pigmy, and three cases of the latter disease are also returned by the Redpole. They appear to have been principally acquired at Hong Kong.

The remaining cases were distributed in small numbers throughout twelve vessels.

General Diseases, A.—Sub-Group 3.—Septic Diseases.

This sub-group is represented by four cases of erysipelas, with no invaliding or death.

General Diseases, A.—Sub-Group 4.

There are returned in this group 231 cases of primary syphilis, 133 of secondary syphilis, 290 of gonorrhœa, and seventy-three of the sequelæ of gonorrhœa. Eleven persons were invalided for secondary syphilis and one for the sequela of gonorrhœa.

Syphilis, Primary.—There were 231 cases of primary syphilis treated on the station during the year; this was in the ratio of 66 per 1,000, and shows a decrease of 4·21 per 1,000 when compared with the preceding year, and a decrease of 9·19 per 1,000 in comparison with the average ratio of the last seven years. The total days' sickness from this cause was 6,406, against 6,680 in 1893, and the average duration of each case was 27·73 days, or 1·74 days above that of the preceding year.

Syphilis, Secondary.—One hundred and thirty-three cases of constitutional syphilis are tabulated; the ratio per 1,000 is 38, a decrease of 1·89 per 1,000 compared with the previous year, and of ·83 per 1,000 when contrasted with the average ratio of the last seven years.

Gonorrhœa and its Sequelæ.—The number of cases of gonorrhœa and its sequelæ noted during the year was 363, the ratio per 1,000 being 103·71, equal to a decrease of 8·85 per 1,000 in comparison with the preceding year, and of 22·63 per 1,000 when compared with the last seven years' average ratio. The total days' sickness from this cause was 7,507, the average duration of each case being 20·68 days; in 1893 it was 19·65 days.

The places at which venereal diseases were principally contracted are Hong Kong, Shanghai, Singapore, and the Japanese ports, more especially Yokohama and Hakodati. With reference to Singapore, the medical officer* of the Imperieuse observes, that the disease contracted at Singapore presented by far the worst cases he had seen on the station, rapid and extensive phagedæna generally occurring.

General Diseases.—Group B.

Four cases of parasitic disease, seven of diseases due to the effects of climate or of heat, and three of alcoholism appear in this group.

The

* Fleet Surgeon Edward E. Mahon, C.B.

China Station.

The parasitic affections were all due to the presence of intestinal worms.

The diseases due to the effects of climate or of heat were mostly cases of anæmia and debility, principally characterised by vertigo, and it was found necessary to invalid three cases of the latter, one of which, however, was remaining from the previous year. Alcoholism was represented by three cases; there was no instance of delirium tremens.

General Diseases.—Group D.

The cases of disease recorded under this heading number 199; of these, 172 were of rheumatism, seventeen of gout, three of new growths, five of tubercular disease, one of diabetes mellitus, and one of anæmia. Five cases of rheumatism, three of tubercular disease, and the solitary case of diabetes mellitus were invalided; there were two deaths from tubercle.

Rheumatism.—There are 172 cases of rheumatism recorded, giving a ratio of 49·14 per 1,000, being an increase of 1·33 per 1,000 as compared with the preceding year. The comparison with the average ratio of the last seven years shows an increase of ·08 per 1,000. Five cases were invalided, giving a ratio of 1·42 per 1,000. The total days' sickness from rheumatism was 2,224, compared with 2,736 in 1893. The average duration of each case was 12·93 days, a decrease of 2·7 days in comparison with that of the previous year.

New Growths.—The entries under this heading consisted of one case of cystic tumour, one of warty growth, and one of tumour of a doubtful nature connected with the lower end of femur; this case was sent to hospital, but the two former were amenable to treatment and returned to duty.

Tubercle.—Five cases are recorded, the lungs being the organs principally affected; of these, three were invalided, and there were two deaths, one of which was due to general tuberculosis.

Diabetes Mellitus.—A solitary case of this affection occurred in the person of a stoker of the Undaunted and was invalided.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

The cases of disease of the nervous system numbered sixty-five; those of mental disorders, five; of diseases of the eye, twenty-six; and of the ear, fifteen.

Twelve

Twelve persons were invalided under this head, viz., one for disease of the brain, one for disease of the spinal cord, one for paralysis, one for vertigo, two for epilepsy, two for insanity, three for diseases of the eye, and one for affection of the ear. There was one death from disease of the brain, one from apoplexy, and one case of insanity terminated fatally from general paralysis. The ratio of the cases per 1,000 of force was 31·71, showing a decrease of 1·62 in comparison with 1893.

Diseases of the Circulatory System.

Twenty cases of these diseases are recorded, giving a ratio of 5·71 per 1,000, a decrease of ·57 per 1,000 when compared with 1893. Three persons were invalided for organic disease of the heart, one of which was a case remaining from the previous year. There were two deaths, viz., one from organic heart disease, and one from aortic aneurysm.

Diseases of the Respiratory System.

There are 276 cases of diseases of the respiratory system tabulated, 207 of which were cases of catarrh. The ratio is 78·85 per 1,000, being 27·98 per 1,000 less than that of the preceding year, and 7·5 per 1,000 below the average ratio of the last six years. The invalidings were ten, viz., one for disease of the larynx, one for bronchitis, one for pneumonia, five for pneumonic phthisis, one for pleurisy, and one for asthma. One case of pneumonia and three of pneumonic phthisis proved fatal.

Diseases of the Digestive System.

There are 658 cases included in the returns, the diseases furnishing the highest numbers being, diarrhœa, which gives 223 cases; constipation and colic, 153; sore throat, 107; and dyspepsia, seventy-seven. The ratio per 1,000 of these affections is 188, which is equivalent to a decrease of 2·16 per 1,000 as contrasted with that of the previous year.

There were ten invalidings, viz., one for dyspepsia, one for disease of the teeth, two for hernia, one for diarrhœa, and five for diseases of the stomach and intestines. Three deaths occurred, viz., two from enteritis and one from abscess of the liver.

Diseases of the Lymphatic and Glandular System.

One hundred and six cases are here returned, comprising one hundred and one of bubo and five of lymphangitis; only one case of the former was invalided.

China Station.

Diseases of the Urinary and Generative Systems.

The number of cases returned is thirty-nine, the ratio being 11·14 per 1,000, showing a decrease of 5·25 per 1,000 compared with the preceding year. Two persons were invalided for disease of the kidneys, and there were two deaths, one of which was a case remaining from the previous year.

Diseases of the Organs of Locomotion.

Forty cases are included under this nomenclature, comprising seven of diseases of bones, thirteen of joints, one of the spine, and nineteen of bursæ. Three cases were invalided, viz., one of periostitis, one of loose cartilage in knee joint, and one of disease of the spine.

Diseases of the Connective Tissue and Skin.

In this group there appear 858 cases, compared with 967 in the previous year, the ratio, 245·14 per 1,000, being 19·06 per 1,000 below that of 1893. The diseases which contributed to the above total were, abscess, which gives 343 cases; ulcer, 134; boil, 288; scabies, eighteen; and other diseases of the skin, seventy-five. Three persons were invalided for pyæmia and other effects of abscess.

Poisons.

One mild case of poisoning is recorded, due to the absorption of lead, which after a few days' treatment was discharged to duty.

Injuries, &c.

General Injuries.—Nineteen cases come under this classification, viz., sixteen of heat-stroke, one of multiple injury, and two of submersion.

The cases of heat-stroke were of no very great severity, and principally occurred amongst members of the engine-room staff. The case of multiple injury was due to a marine of the Imperieuse who fell from that ship into the dry dock at Kowloon, and sustained severe scalp wounds with minor injuries.

Of

Of the two fatal cases of submersion, one occurred at Yokohama in the person of a seaman of the Mercury who, returning from leave in a state of intoxication, fell overboard from a native boat; the other happened at Hong Kong, and was due to a marine who, having been sent on shore by the commander, was returning to his ship, and missing his footing when attempting to step into a sampan, fell into the water; the occupants of the boat immediately made off, and the unfortunate man was drowned before any assistance could be rendered to him.

Local Injuries.—The local injuries sustained numbered 699, fifty-three of which were burns or scalds, and 646 wounds, fractures, or contusions. Six persons were invalided from the effects of fracture or wounds, two of the latter being cases remaining from the preceding year.

AUSTRALIAN STATION.

Australian Station.

THE squadron on the Australian Station in the year 1894 was composed of seventeen vessels, viz., nine cruisers, five gunboats, and three surveying vessels. The returns from thirteen vessels were for the whole twelve months, and from the remainder, for periods varying from a little over four to a little over eight months. The mean force, corrected for time, was 2,700, and the total number of cases of disease and injury entered on the sick list during the year was 2,706; this is in the ratio of 1,002·22 per 1,000, and shows a decrease of 81·49 per 1,000 when compared with the preceding year, and of 180·86 per 1,000 in comparison with the mean ratio of the last seven years.

The number invalided was forty-one, which gives a ratio of 15·18 per 1,000, and is a decrease of 4·51 per 1,000, as contrasted with the ratio of the previous year, and of 5·49 per 1,000 compared with the average ratio of the last seven years.

There were twenty-five deaths, being in the ratio of 9·25 per 1,000, and showing an increase of 3·57 per 1,000 compared with the ratio of 1893, and of 3·31 per 1,000 in comparison with the average ratio of the last seven years.

The average number of men sick daily was 94·84, which is in the ratio of 35·12 per 1,000; this is a decrease of 1·73 per 1,000 when compared with the preceding year's ratio, and of 4·47 per 1,000 in comparison with the average ratio of the last seven years.

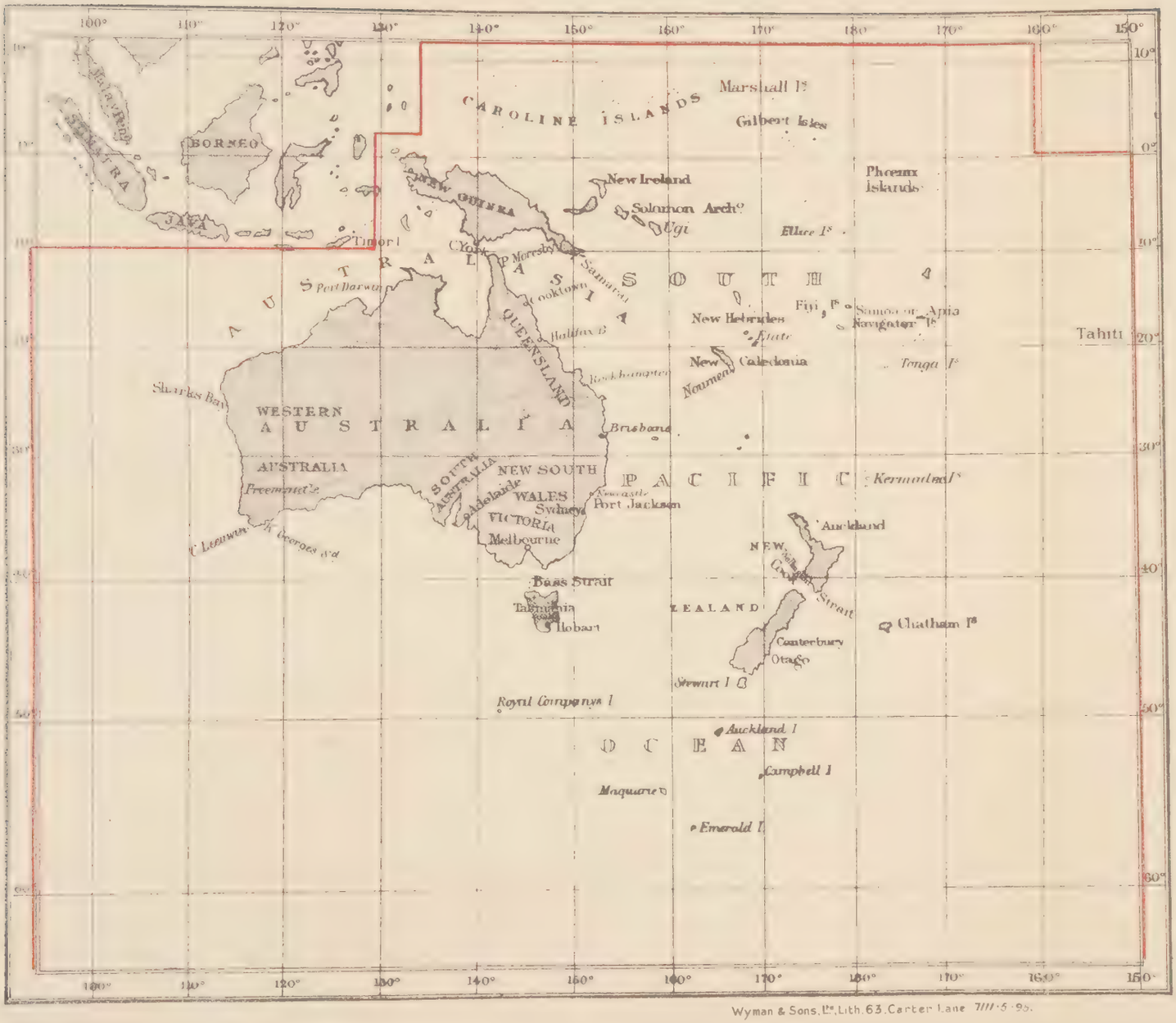
The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be found in the Appendix to the Australian Station (No. 10), Table No. 2.

Class I.—General Diseases.—Group A.—Sub-Group 1.

There are included in this group 137 cases, viz., two of dengue, sixty-six of simple continued fever, five of enteric fever, one of dysentery, and sixty-three of influenza. No invaliding took place, and there was but one death which was due to enteric fever,

Dengue.—Two cases of this affection occurred on board the Lizard and were contracted at Cooktown. As soon as it was possible to do so, a house for their reception was procured at Tuallah, a Dutch port in the Ké islands; the two men were landed

AUSTRALIAN STATION.



Wyman & Sons, Lt., Lith. 63, Carter Lane 7111-5-95.

landed with all their effects and subsequently returned to duty; no further cases occurred.

Simple Continued Fever.—There were sixty-six cases of this disease in comparison with seventy-seven in the preceding year. The maximum number in any one ship was in the Curaçoa which reports twenty-two cases ; they appear to have been due to climatic causes and none of them were of any importance. The remaining cases were diffused in small numbers through twelve ships, and were chiefly attributed to exposure to solar heat and to chills, when the body was heated.

Enteric Fever.—Solitary cases of this disease are returned by five vessels, one of which terminated fatally in the Orlando, the disease being contracted at Sydney. The other cases occurred in the Katoomba, Penguin, Ringarooma, and Royalist, and with the exception of the last-named vessel were acquired at Hobart. The medical officer* of the Penguin remarks: "During the month of March enteric fever is "very prevalent in Hobart; the drainage of the town is in a "very unsatisfactory condition. A large main sewer opens "into the harbour opposite the anchorage, and the stench from "this at certain turns of the tide is simply overpowering at "times. I addressed a letter through my captain to the "clerk of the municipal council of Hobart on the subject, and "advised the adoption of the Hermite system of treatment "of sewerage by the action of sea water through which an "electric current has been passed. The town possesses all "the conditions for carrying out this process, being situated "on an arm of the sea, and possessing an elaborate system of "electric tramways." The medical officer† of the Ringarooma also observes, "This disease is very common in Hobart; the "pail system is gradually being done away with, but still "exists to a large extent, which I fancy is a large factor in "the conveyance of the disease."

Dysentery.—A solitary case is returned by the Ringdove, which was discharged to duty after nine days treatment.

Influenza.—There are sixty-three entries for this affection, twenty-three of which are returned by the Lizard and twenty-one by the Rapid. The medical officer‡ of the former vessel reports: "The disease broke out on board the 13th "January when the ship was at Lyttelton, New Zealand, and "continued to spread for three weeks. It had ceased by "the 12th February. All the cases were treated on board with "the exception of one officer, who was suddenly taken ill "while residing on shore. The disease was very prevalent "at Lyttelton. At first an attempt was made at isolation, "but

* Surgeon Vidal G. Thorpe. † Surgeon George F. Collins.
‡ Surgeon George Allan, M.B.,

Australian Station.

"but had to be given up as the number of cases increased. "The majority of these were mild, the average being five and "a-half days on the sick list; they all did well and no com- "plications occurred." The cases returned by the Rapid appear to have been acquired at Port Chalmers, and the few remaining cases, which were distributed throughout three ships, contracted the disease at Sydney and at Apia.

General Diseases, A.—Sub-Group 2.—Malarial Fevers.

There are sixteen cases of these diseases returned, including thirteen of ague, two of remittent fever, and one of malarial cachexia. There was no invaliding and no mortality. The ratio per 1,000 was 5·92, showing a decrease of 6·58 on that of the preceding year. Six cases of ague, affecting two persons, occur in the returns of the Curaçoa, and there are five entries recorded by the Dart as caused by two patients. Single cases of this disease are also returned by the Penguin and Rapid, and of remittent fever in the Dart and Royalist. It is uncertain at what places most of the cases of ague were contracted, but some owed their origin to the Island of Epi, where they were exposed to malarial influences whilst registering the tides. The medical officer* of the Royalist attributes the immunity of his ship from malarial fevers during five months cruising among the Solomon Islands to the following precautions, viz., no leave being given to the men; those who were on duty on shore having to return on board by sunset, daily issue of quinine, and a good supply of fresh meat, provision for which was made by carrying live stock on board.

General Diseases, A.—Sub-Group 4.

Under this heading 437 cases are included, viz., ninety-six of primary and seventy-six of secondary syphilis, and 265 of gonorrhœa and its sequelæ. There was one invaliding for secondary syphilis, and one death from acute prostatic disease, the sequela of gonorrhœa.

Syphilis, Primary.—Ninety-six cases are recorded, with a ratio per 1,000 of 35·55, an increase of 10·55 per 1,000 as compared with that of 1893, and of 2·82 per 1,000 when contrasted with the mean ratio of the last seven years.

Syphilis, Secondary.—There were seventy-six cases of secondary syphilis treated, giving a ratio of 28·14 per 1,000, and

* Staff Surgeon James H. Beattie.

and showing a decrease of ·64 per 1,000 compared with the preceding year, and of 5·22 in comparison with the average ratio of the last seven years.

Gonorrhœa and its Sequelæ.—Two hundred and thirteen cases of gonorrhœa, and fifty-two of the sequelæ of this disorder, were placed on the sick-lists of the station during the year under review; the ratio per 1,000 was 98·14, which is 28·45 in excess of the previous year.

The venereal diseases were contracted in the great majority of instances at Sydney and at Apia, where they appear to be very prevalent. Several of the cases of primary syphilis, especially those acquired at Sydney, are stated to have been very severe, and several medical officers on the station bear testimony to the prevalence of these diseases at that port, owing to there being no Contagious Diseases Act in force.

General Diseases.—Group B.

Twelve cases are here returned, five being due to the presence of parasites, three to diseases attributable to the effects of climate or of heat, and four to alcoholism.

All the cases of parasitic diseases were due to intestinal worms. Three persons only were affected, as in two instances a recurrence of symptoms took place, which rendered it necessary that the men should be placed a second time on the sick-list.

The diseases under the second heading were mostly attributable to the effects of climate, and of the four recorded cases of alcoholism, two occurred in the same person and were marked by the development of epileptiform fits; the others were of a mild nature.

General Diseases.—Group D.

In this group are placed 102 cases of rheumatism, ten of gout, four of new growths, six of tubercular disease, and four of diabetes mellitus. Four cases of rheumatism, two of tubercular disease, and one of diabetes mellitus were invalided. There were three deaths, viz., two from tubercular disease, and one from diabetes mellitus.

Rheumatism.—There are 102 cases of rheumatism recorded, which show a ratio of 37·77 per 1,000, a decrease of 5·79 per 1,000 in comparison with that of the preceding year, and also a decrease of 14·08 per 1,000 in contrast with the average ratio of the last seven years.

New Growths.—Four cases of the non-malignant variety came under treatment; one was a tumour affecting the orbit,

Australian Station.

the nature of which was somewhat obscure; one was of a fibrous character; while two cases affecting one person consisted of anal warts.

Tubercle.—In the six cases tabulated the lungs were the organs chiefly involved; two of the patients were invalided, and there were two deaths; one of the latter occurred in the person of a seaman who had been sent to hospital the previous year suffering from gonorrhœa.

Diabetes Mellitus.—Four cases are returned under this heading, one of which terminated in death, and one was invalided.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

In this group appear forty-six cases of diseases of the nervous system, seven of insanity, twenty-two of diseases of the eye, and sixteen of affections of the ear, in all ninety-one cases, giving a ratio of 33·7 per 1,000, which is 3·04 per 1,000 below that of the preceding year. Fifteen persons were invalided, viz., one for disease of the spinal cord, one for paralysis, two for neuralgia, three for epilepsy, one for other nervous disease, four for insanity, two for diseases of the eye, and one for affection of the ear. There were two deaths from apoplexy.

Diseases of the Circulatory System.

The number of cases of these diseases returned during the year is fifteen, the ratio per 1,000 being 5·55, showing an increase of ·63 per 1,000 compared with the preceding year. One case of phlebitis was invalided, and there were two deaths, viz., one from aneurysm, and one from organic disease of the heart.

Diseases of the Respiratory System.

Of these diseases 199 cases appear, against 212 in the previous year, the ratio per 1,000 being 73·7, exhibiting a decrease of 6·6 per 1,000 compared with 1893. Out of the aggregate of 199 cases, 152 were of catarrh. Four persons were invalided for pneumonic phthisis, of which one was a case remaining from the previous year, and two for bronchitis. One case of pneumonia and one of pneumonic phthisis, terminated fatally.

Diseases of the Digestive System.

There are 339 cases reported in this group; the ratio per 1,000 is 125·55, showing an increase of ·18 per 1,000 as compared with that of the previous year. Included in the total number are seventy-one cases of sore throat, thirty-three of quinsy, thirty-eight of dyspepsia, sixteen of diseases of the mouth and teeth, three of hernia, eighty-six of diarrhœa, fifty-eight of constipation and colic, thirteen of hæmorrhoids, ten of diseases of the stomach and intestines, nine of hepatitis, and two of jaundice. One person was invalided for perityphlitic abscess.

Diseases of the Lymphatic and Glandular System.

Eighteen cases of bubo, with fourteen of lymphangitis and other affections, are embraced in this nomenclature; all were discharged to duty.

Diseases of the Urinary and Generative Systems.

There are thirty-seven cases returned, the ratio per 1,000 being 13·7, equivalent to an increase of 7·64 per 1,000 when contrasted with that of 1893. There was neither invaliding nor mortality.

Diseases of the Organs of Locomotion.

Twenty-four cases are tabulated, viz., two of diseases of the bones, eleven of the joints, one of disease of the spine, nine of the bursæ, and one of disease of tendon. Three invalidings took place under this head, viz., two for diseases of the joints, and one for disease of the spine.

Diseases of the Connective Tissue and Skin.

There are 576 cases entered, against 733 in 1893, the ratio, 213·33 per 1,000, being below that of the former year by 64·32 per 1,000. The cases of abscess numbered 226; of ulcer, 119; of boil, 163; of scabies, fifteen; and of other diseases of the skin, fifty-three. One case of ulcer was invalided.

Poisons.

There are two cases of poisoning by the absorption of lead returned; they occurred in men who had been employed in painting.

Australian Station.

Injuries, &c.

General Injuries.—Sixteen general injuries are recorded, and with the exception of one of multiple injury, consisted of cases of submersion. The one of multiple injury, and eleven of submersion proved fatal.

Multiple Injury.—A single case happened on board the Penguin, in the person of a seaman of the ship, who died from the effects of several serious injuries occasioned by being crushed between the steam launch and one of its davits.

Submersion.—Eleven persons met with their deaths by drowning, viz., three men were drowned at Philip Bay, New Hebrides, under the following circumstances, as reported by the medical officer of the Ringarooma: "A seining party "being organised, about seventy men left the ship to take "part in it. Near the shore is the mouth of a river, and the "currents here are both swift and variable. One man was "observed to be out of his depth in the full force of the "current and unable to swim; an able seaman at once swam "out to him, and as far as could be observed, succeeded in "reaching him, and then both disappeared together. It was "two hours and a-half before their bodies were recovered. "At the same time another seaman was bathing in the river, "and was observed suddenly to throw up his arms and sink, "probably from cramp, or as was suggested, from the shock "of a large fish, to which the natives attribute such fatal "termination." Three men were drowned from falling overboard, two by falling from piers at Auckland and Sydney respectively in the act of returning from leave, one in attempting to swim on shore at Port Adelaide, having broken out of his ship, the Ringdove, one washed overboard by a heavy sea during a cyclone, and one, a petty officer, who was found drowned in Sydney Harbour under circumstances which could not be accounted for.

Local Injuries.—There were 647 local injuries treated, viz., fifty of burns or scalds, and 597 of wounds, fractures, or contusions. Six persons were invalided for the effects of these injuries, and there were two fatal cases, viz., a petty officer of the Penguin died from a fracture of the spine, sustained by a fall of about forty feet from a tree whilst engaged in cutting through one of its branches when clearing bush on the island of New Georgia for observation purposes, and a stoker of the Ringarooma, whose death was due to a fracture of the skull occasioned by his falling into a dock at Sydney.

IRREGULAR FORCE.

Irregular Force.

THE Irregular Force during 1894 consisted of forty-five vessels, besides the crews for the relief of ships re-commissioned abroad, and their relieved crews on passage to England. The number of ships comprised in the returns was four battleships, twenty-three cruisers, two sloops, five gun-boats, seven troopships, three surveying vessels, and one store ship. The returns from eight of these vessels were for the whole year, and from the remainder for periods varying from twenty-three days to upwards of ten months.

The mean force, corrected for time, was 5,300, and the total number of cases of disease and injury entered on the sick-list, 5,753, which is in the ratio of 1,085·47 per 1,000, being an increase of 13 per 1,000 in comparison with the ratio of 1893, and a decrease of 56·11 per 1,000 when compared with the average ratio of the last seven years.

Ninety-six persons were invalided during the year, which gives a ratio per 1,000 of 18·11, showing a decrease of ·3 per 1,000 when contrasted with the ratio of 1893, but an increase of 1·07 per 1,000 on the average of the last seven years.

The deaths numbered twenty-four, which is equal to a ratio of 4·52 per 1,000, showing a decrease of 1·02 per 1,000 on that of the preceding year, and a decrease of 3·97 per 1,000 when compared with the average ratio of the last seven years.

The average number of men daily ineffective from disease and injury was 212·22, being in the ratio of 40·04 per 1,000, which is 6·42 below the ratio of 1893, and 7·4 per 1,000 less than the average of the last seven years.

The numbers invalided and dead, and the ratios of the average daily loss of service from disease, under each heading, will be found in the Appendix to the Irregular Force (No. 11), Table No. 2.

Class I.—General Diseases—Group A.—Sub-Group 1.

This group comprises 282 cases, viz., one of cow-pox, 257 of simple continued fever, thirteen of enteric fever, three of dysentery, eight of influenza, and one of diphtheria. One person was invalided for the results of simple continued fever,

Irregular Force.

and one for enteric fever, the latter being a case remaining from the previous year. There were four deaths from enteric fever.

Simple Continued Fever.—The returns exhibit an aggregate of 256 cases, affecting the crews of twenty-six vessels in various parts of the world. The largest number of cases in any one vessel, viz., fifty-one, occurred in the Crescent while conveying relief crews for ships on the Australian station and bringing home from thence the relieved crews. The next highest number, viz., forty-six, is shown by the Centurion during her voyage out to China, the cases all coming under observation while in the tropics, especially between Singapore and Hong Kong. Next in succession is the Bramble with twenty cases, the Achilles and Bonaventure with thirteen each, the Undaunted with twelve, and the Æolus with ten.

Enteric Fever.—Thirteen cases appear under this nomenclature; one case remaining from last year was invalided and four ended fatally. Four cases each are returned by the Edgar and the Tamar; of these, two were contracted at Hong Kong, two at Shanghai, and four at Mauritius. The five remaining cases are reported from the Achilles, Crescent, Grafton, Pallas, and Serapis; one was acquired at Malta, one at Plymouth, one at Hong Kong, one at Karachi, and one probably at Chefoo.

Dysentery.—Three mild cases of dysentery are reported with no invaliding or death.

Influenza.—There is a record of only eight cases of this affection as compared with 195 in the preceding year, and they are limited to four vessels, viz., Edgar, Edinburgh, Euphrates, and Serapis. The cases occurred principally during the month of January and November, and the disease is described as having been of a mild nature.

Diphtheria.—A solitary case of this disease is reported by the Spartan as occurring during the passage from Singapore to Hong Kong. The source of infection could not be traced as the patient had not been out of the ship for a period of nearly five weeks; there had been no cases of sore throat on board for some time previously; and the sanitary condition of the ship was excellent. The necessary precautions taken to prevent any extension of the disease were successful, no further cases occurring.

General Diseases, A.—Sub-Group 2.—Malarial Fevers.

Ninety cases appear under this sub-group, represented by fifteen cases of ague, seventy-four cases of remittent fever, and one of malarial cachexia. One case was invalided for remittent fever. Thirteen cases of remittent fever and six of ague occurred

occurred principally among relieved crews of vessels on the West Coast of Africa when on passage home; while ten cases of remittent fever, and one of malarial cachexia are returned from the Grafton. The remainder are reported in small numbers from twenty different vessels in various parts of the world.

General Diseases, A.—Sub-Group 3.—Septic Diseases.

This sub-group is represented by three cases of erysipelas, two of which terminated in recovery, and one was sent to hospital at Malta.

General Diseases, A.—Sub-Group 4.

This group of venereal affections includes 358 cases of primary syphilis, 161 of secondary syphilis, 401 of gonorrhœa, and fifty-three of the sequelæ of gonorrhœa. Eight persons were invalided for secondary syphilis, and four for sequelæ of gonorrhœa.

Primary and Secondary Syphilis.—The number of cases of primary syphilis tabulated during the year was 358, giving a ratio of 67·54 per 1,000, showing an increase of 2 per 1,000 compared with the preceding year, and an increase of 2·38 per 1,000 in comparison with the average of the last seven years.

There were 161 cases of secondary syphilis treated, the ratio per 1,000 being 30·37, or 5·07 per 1,000 below that of 1893, but 2·1 per 1,000 in excess of the average ratio of the last seven years. Eight persons were invalided for this disease, as before stated, but one was a case remaining from 1893.

Gonorrhœa and its Sequelæ.—The number of cases of gonorrhœa and its sequelæ amounted to 454; the ratio was 85·66 per 1,000, exhibiting a decrease of ·28 per 1,000 in comparison with the preceding year, but an increase of 7·31 per 1,000 when contrasted with the average ratio of the last seven years. The total days' sickness was 6,213, as compared with 9,351 in 1893. Four invalidings took place for various rheumatic affections as the sequelæ of gonorrhœa, two of them being cases from the previous year.

General Diseases.—Group B.

Four cases of parasitic disease, twenty-seven of the effects of climate or of heat, and six of alcoholism, are comprised in this group.

Three of the cases of parasitic disease depended on the presence of intestinal worms, and one case to the irritation resulting from mosquito bites.

Irregular Force.

Of the twenty-seven cases attributed to the effects of climate or of heat, fifteen are returned by the Malabar, and were due mainly to the effects of the heat in the stoke-holds on the members of the engine-room staff when steaming through the tropics. Three cases each are reported from the Boadicea and Wye as also occurring among young stokers, and attributed to the same cause. The Tamar and Euphrates return respectively two mild cases of climatic debility, and solitary cases are shown in the returns from the Æolus and Grafton.

Three of the six cases of alcoholism were of considerable severity, while the remaining cases were of a comparatively mild nature.

General Diseases.—Group D.

This group includes 273 cases, viz., 253 of rheumatism, five of gout, four of new growths, two of tubercular disease, and nine of anæmia. Three cases of rheumatism were invalided, and two cases proved fatal.

Rheumatism.—This disease furnished 253 cases, which is in the ratio of 47·73 per 1,000, showing a decrease of 3·55 per 1,000 when compared with 1893, and of 7·38 per 1,000 in comparison with the average ratio of the last seven years. The three invalidings give a ratio of ·56 per 1,000, a decrease of ·43 per 1,000 on the ratio of the preceding year.

New Growths.—Four cases of the non-malignant variety are recorded; two were amenable to treatment, and the patients were discharged to duty; the other two were sent to hospital.

Class II.—Local Diseases.

Diseases of the Nervous System and Organs of the Special Senses.

The entries for diseases of the nervous system number eighty-three; for insanity, nine; for diseases of the eye, forty-nine; and for affections of the ear, twenty-five; 166 cases in all. The ratio per 1,000 is 31·32, which shows an increase of 1·82 per 1,000 when compared with the preceding year. There were six invalidings for diseases of the nervous system, of which one was from the previous year, seven for mental disorders, four for diseases of the eye, and four for affections of the ear, and there were two deaths from meningitis. The diseases of the nervous system are thus classed: diseases of the brain, three; paralysis, four; neuralgia, twenty-seven; vertigo, twenty-five; epilepsy, twelve; and twelve of other diseases.

Diseases of the Circulatory System.

The diseases of the organs of circulation furnished twenty cases during the year, giving a ratio of 3·77 per 1,000, an increase of ·21 per 1,000 when contrasted with that of the previous year. Seven persons were invalided for these diseases, and one died. The cases invalided included four of organic disease of the heart, two of which were from the previous year, one of aneurysm, and two of varix. One case of organic heart disease terminated fatally.

Diseases of the Respiratory System.

There were 544 cases of diseases of the respiratory system under treatment, the ratio per 1,000 being 102·64, showing a decrease equal to 7·65 per 1,000 in comparison with 1893. The invalidings numbered fifteen, and the deaths four. Catarrh furnished 433 to the aggregate; bronchitis, thirty; pneumonia, twenty-five; pleurisy, twenty-two, and pneumonic phthisis, twenty. All the invalidings were for pneumonic phthisis. Pneumonia was the cause of death in three instances, while one death was due to bronchitis.

Diseases of the Digestive System.

The number of these diseases recorded is 667; the ratio per 1,000 is 125·84, and this, compared with that of 1893, shows a decrease of 14·75 per 1,000. Eighteen persons were invalided, and two deaths took place. Among the cases returned are 247 of sore throat and quinsy, eighty-one of dyspepsia, sixteen of hernia, 152 of diarrhœa, 100 of constipation and colic, twenty-five of hæmorrhoids, and twenty-five of diseases of the stomach and intestines. Of the invalidings, eleven were for hernia, three for dyspepsia, two for caries of the teeth, and two for diseases of the intestines. Of the deaths, one was due to disease of the intestines, and one to disease of the liver.

Diseases of the Lymphatic and Glandular System.

Under this heading appear seventy-eight cases of bubo, and four of lymphangitis. There was no invaliding.

Diseases of the Urinary and Generative Systems.

Forty-four entries are here recorded; the ratio is 8·3 per 1,000, or 1 per 1,000 below that of 1893. There were two invalidings for diseases of the kidneys, three for varicocele, and one for urinary fistula. No death occurred.

Force.

Diseases of the Organs of Locomotion.

Fifty-six cases are returned under this nomenclature, viz., two of diseases of the bones, eighteen of diseases of the joints, one of disease of the spine, and thirty-five of affections of the bursæ.

Diseases of the Connective Tissue and Skin.

There are 1,213 cases tabulated, with a ratio of 228·86 per 1,000; this shows an increase of 38·77 per 1,000 in comparison with that of 1893. The cases included in the total consist of 512 of abscess, 151 of ulcer, 339 of boil, 113 of scabies, and ninety-eight of other diseases of the skin. There was one invaliding for ulcer.

Poisons.

There are seven cases so classed, three of which were due to the absorption of lead. One mild case from the Malabar, and two from the Centurion are returned as having been occasioned by the consumption of fish, and one case of poisoning by opium is returned by the Ruby as having occurred in the person of an officer who had acquired to some extent the opium habit, and on one occasion took an overdose, from the effects of which, however, he speedily recovered.

Injuries, &c.

General Injuries.—Under this nomenclature fifty-five cases appear; they comprise forty-nine of heat-stroke, one of multiple injury, and five of submersion. One patient under the head of heat-stroke, and one under that of multiple injury were invalided, the latter being a case remaining from the previous year. Two cases of heat-stroke and one of multiple injury proved fatal, and there were four deaths from submersion.

Heat-stroke.—The cases of heat-stroke were diffused through eleven ships, and two of them ended fatally. They occurred in the following localities, viz., Red Sea, Aden, Indian Ocean, and West Coast of Africa. The largest number in any one ship is returned by the Bonaventure when steaming down the Red Sea and on arrival at Aden; this vessel reports twenty-two cases, as occurring principally among members of the engine-room staff.

Multiple

Multiple Injury.—A single case happened on board the Active, in the person of a seaman of the ship, who died from the effects of several serious injuries occasioned by a fall from aloft.

Submersion.—The four cases of death by drowning were caused by men falling overboard at sea while engaged in acts of duty.

Local Injuries.—There are 1,241 local injuries returned, as compared with 1,079 in 1893; of these, 137 were burns or scalds, and 1,104 wounds, fractures or contusions. Seven persons were invalided for the results of wounds or fractures, and two deaths were due to fractures of the skull.

APPENDIX.

Appendix, No. 1.

Table, No. 1.—Showing the Number of Cases of Disease and Injury under the of Men Sick Daily in the Total Force, with the Ratios per 1,000 of

(Average

Class	Group	Sub-Groups		Disease or Injury	Cases.	Invalided.	Dead.	Days' Sickness. On Board.	Days' Sickness. In Hospital.	Days' Sickness. Total.
I.—General Diseases.	A.			Small Pox	18	–	–	150	237	387
				Other Eruptive Fevers	339	–	5	1,720	8,279	9,999
				Enteric Fever	145	12	31	1,576	7,184	8,760
				Other Continued Fevers	2,042	9	1	11,950	2,443	14,393
			1	Yellow Fever	2	2	1	1	24	25
				Cholera	–	–	–	–	–	–
				Dysentery	71	9	9	853	1,189	2,042
				Influenza	1,575	1	2	9,395	1,349	10,744
				Other Diseases	21	–	–	149	482	631
				Total	4,213	33	49	25,794	21,187	46,981
			2	Malarial Fevers	1,582	154	23	13,215	21,562	34,777
			3	Septic Diseases	46	–	1	661	557	1,218
			4	Syphilis—Primary	3,419	–	–	37,840	70,695	108,535
				Syphilis—Secondary	1,656	124	2	19,220	49,663	68,883
				Gonorrhœa	4,644	62	1	44,806	66,041	110,847
				Total	9,719	186	3	101,866	186,399	288,265
	B.		1	Parasitic Diseases	42	–	–	182	66	248
			3	Effects of Climate, &c.	77	14	–	447	314	761
			4	Alcoholism	88	2	–	283	683	966
	C.			Debility, &c.	–	–	–	–	–	–
	D.			Rheumatism	2,556	109	7	22,202	24,983	47,185
				Tubercular Diseases	54	21	16	628	643	1,271
				Other Diseases	220	12	8	1,938	2,185	4,123

Appendix, No. 1.

various Classes, the Number of Invalidings and Deaths; and the Average Number Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 64,840.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887–93.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
1·06	·27	- -	- -	·01	·17	- -	·01	·01
27·39	5·22	- -	·07	·42	5·5	- -	·04	·35
24·	2·23	·18	·47	·37	2·9	·35	·66	·41
39·43	31·49	·13	·01	·6	34·18	·29	–	·8
·06	·03	·03	·01	- -	·02	- -	·01	–
- -	- -	- -	- -	- -	·16	- -	·09	–
5·59	1·09	·13	·13	·08	1·29	·16	·06	·09
29·43	24·29	·01	·03	·45	40·49	- -	·04	·76
1·72	·32	- -	- -	·02	1·81	- -	·01	·08
128·71	64·97	·5	·75	1·98	86·58	·85	·99	2·57
95·27	24·39	2·37	·35	1·46	25·58	2·63	·22	1·51
3·33	·7	- -	·01	·05	·87	·02	·05	·06
297·35	52·72	- -	- -	4·58	56·38	- -	–	5·02
188·72	25·53	1·91	·03	2·91	24·33	2·01	·05	2·55
303·69	71·62	·95	·01	4·68	76·31	·74	·02	5·12
789·76	149·89	2·86	·04	12·18	157·03	2·76	·08	12·71
·67	·64	- -	- -	·01	1·24	- -	–	·01
2·08	1·18	·21	- -	·03	3·42	·18	–	·07
2·64	1·35	·03	- -	·04	1·29	·01	·02	·02
- -	- -	- -	- -	- -	·01	–	–	–
129·27	39·42	1·68	·1	1·99	44·16	1·62	·07	1·96
3·48	·83	·32	·24	·05	·64	·24	·17	·06
11·20	3·39	·18	·12	·17	3·06	·2	·06	·14

(*Continued*)

APPENDIX, No. 1—*continued.*

TABLE, No. 1.—Showing the Number of Cases of Disease and Injury under the various Classes, TOTAL FORCE, with the Ratios per 1,000 of Average Strength for

DISEASE OR INJURY.			Cases.	Invalided.	Dead.	Days' Sickness.		
						On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES.	Diseases of the	Nervous System	Nervous Diseases	798	107	25	4,275	6,619	10,894
			Mental Diseases	111	64	2	767	3,309	4,076
		Eye		625	58	–	4,398	5,243	9,641
		Other Organs of Special Sense		297	65	2	1,632	4,021	5,653
		Circulatory System		279	166	20	2,121	6,257	8,378
		Respiratory System		6,595	234	74	35,820	48,158	83,978
		Digestive System		7,846	166	15	38,606	22,500	61,106
		Lymphatic and Glandular System		737	5	–	11,652	13,576	25,228
		Urinary and Generative Systems		566	55	16	4,760	5,762	10,522
		Organs of Locomotion		442	32	–	4,432	5,809	10,241
		Connective Tissue and Skin		11,246	30	2	89,630	48,396	138,026
CLASS III.	Poisons			50	–	–	289	215	504
CLASS IV.	Injuries	General		205	10	66	782	885	1,667
		Local		11,122	117	16	106,173	31,989	138,162
		In Action		78	21	21	1,056	1,174	2,230
UNCLASSED	Suicide			7	–	8*	–	–	–
GENERAL TOTAL				59,601	1,661	374	473,609	462,492	936,101

* One case returned under heading Mental Diseases.

APPENDIX, No. 1—*continued.*

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily in the the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887–93.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
29·84	12·3	1·65	·38	·46	11·67	1·85	·26	·5
11·16	1·71	·98	·03	·17	1·08	·83	–	·14
26·41	9·63	·89	–	·4	9·46	·77	–	·42
15·48	4·58	1·	·03	·23	4·46	·76	–	·19
22·95	4·3	2·56	·3	·35	5·22	2·8	·33	·42
230·07	101·71	3·6	1·14	3·54	92·96	4·06	1·33	3·32
167·41	121·	2·56	·23	2·58	121·32	2·82	·29	2·55
69·11	11·36	·07	–	1·06	15·35	·25	·02	1·51
28·82	8·72	·84	·24	·44	9·42	·83	·19	·53
28·05	6·81	·49	–	·43	6·8	·43	·02	·39
378·15	173·44	·46	·03	5·83	180·56	·57	–	6·14
1·38	·77	–	–	·02	·81	·02	·03	·02
4·56	3·16	·15	1·01	·07	4·53	·17	2·56	·07
378·52	171·52	1·8	·24	5·83	193·21	1·85	·27	6·45
6·1	1·2	·32	·32	·09	·1	·01	·02	–
–	·1	–	·12	–	·09	–	·09	–
2,564·66	919·2	25·61	5·76	39·55	981·67	26·75	7·27	42·01

TABLE, No. 2.—SHOWING the Average Force corrected for Time; the Number of CASES; the Number of Days' SICKNESS; with the Ratios on the several Stations for the Year 1894.

STATIONS.	Average Force.	Number of Cases of Disease and Injury.	Number of Cases per Man.	Number of Days' Sickness on Board.	Average Number Sick Daily on Board.	Ratio per 1,000 of Force.	Number discharged to Hospital.	Ratio per 1,000 of Force.	Number of Days' Sickness in Hospital.	Average Number Daily in Hospital.	Ratio per 1,000 of Force.	Total Number of Days' Sickness.	Average Number Sick Daily.	Ratio per 1,000 of Force.
Home - - -	33,330	25,873	·77	172,101	471·5	14·14	8,577	257·33	313,404	858·64	25·76	485,505	1,330·15	39·9
Mediterranean - -	10,200	10,056	·98	79,682	218·3	21·4	1,283	125·78	51,815	141·95	13·91	131,497	360·26	35·31
North America and West Indies - -	2,820	2,135	·75	20,346	55·74	19·76	358	126·95	10,389	28·46	10·0	30,735	84·2	29·85
South East Coast of America - -	700	933	1·33	9,441	25·86	36·94	17	24·28	760	2·0	2·97	21	27·94	39·91
Pacific - - -	1,620	1,678	1·03	16,768	45·93	28·35	136	83·95	6,174	16·91	10·43	22,942	62·85	38·79
Cape of Good Hope and West Coast of Africa - - -	2,800	3,687	1 31	31,551	86·44	30·87	552	197·14	16,523	45·26	16·16	48,074	131·7	47·03
East Indies - -	1,870	2,655	1·41	26,423	72·39	38·71	236	126·2	5,917	16·21	8·66	32,340	88·6	47·37
China - - - -	3,500	4,125	1·17	41,804	114·53	32·72	425	121·42	20,923	57·32	16·37	62,727	171·85	49·1
Australia - - -	2,700	2,706	1·	26,901	73·7	27·29	171	63·33	7,715	21·13	7·82	34,619	94·84	35·12
Irregular - - -	5,300	5,753	1·08	48,589	133·12	25·11	675	127·35	28,872	79·1	14·92	77,461	212·22	40·04
TOTAL FORCE - -	64,840	59,601	·91	473,609	1297·55	20·01	12,430	191·7	462,492	1267·1	19·54	936,101	2564·66	39·55

Appendix, No. 1—*continued.*

Table, No. 3.—Showing the Number of Men Invalided and Dead from Disease and Injury on the several Stations, with the Ratio per 1,000 of Force, for the Year 1894.

STATIONS.	Number Invalided for Disease.	Ratio per 1,000 of Force.	Number Invalided for Injury.	Ratio per 1,000 of Force.	Total Number Invalided.	Ratio per 1,000 of Force.	Number of Deaths from Disease.	Ratio per 1,000 of Force.	Number of Deaths from Injury.	Ratio per 1,000 of Force.	Total Number of Deaths.	Ratio per 1,000 of Force.
Home	746	22·38	57	1·71	803	24·09	135	4·05	44	1·32	179	5·37
Mediterranean	331	32·45	21	2·05	352	34·5	33	3·23	7	·68	40	3·92
North America and West Indies	39	13·82	5	1·77	44	15·6	9	3·19	2	·7	11	3·9
South East Coast of America	14	20·	4	5·71	18	25·71	1	1·42	1	1·42	2	2·85
Pacific	21	12·96	1	·61	22	13·58	2	1·23	1	·61	3	1·85
Cape of Good Hope and West Coast of Africa	96	34·28	32	11·42	128	45·71	26	9·28	29	10·35	55	19·64
East Indies	70	37·43	7	3·74	77	41·17	11	5·88	2	1·06	13	6·95
China	74	21·14	6	1·71	80	22·85	20	5·71	2	·57	22	6·28
Australia	35	12·96	6	2·22	41	15·18	11	4·07	14	5·18	25	9·25
Irregular	87	16·41	9	1·69	96	18·11	15	2·83	9	1·69	24	4·52
Total Force	1,513	23·33	148	2·28	1,661	25·61	263	4·05	111	1·71	374	5·76

Appendix, No. 1—*continued.*

Table, No. 4.—Showing the Ratio per 1,000 of Force of the Number of Cases of Disease and

	DISEASE OR INJURY.	Home.			Mediterranean.			North America and West Indies.			South East Coast of America.		
		Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.
Class I.—General Diseases.	Group A. Sub-Groups. 1 Eruptive Fevers	9·33	–	·12	·09	–	–	·35	–	·35	–	–	–
	1 Continued Fevers	6·33	·06	·45	54·6	·68	·88	35·1	–	–	92·85	2·85	1·42
	1 Other Diseases	21·12	–	·06	52·64	–	–	30·14	–	–	182·85	–	–
	1 Total	36 78	·06	·63	107·35	·68	·88	65·6	–	·35	275·71	2·85	1·42
	2 Malarial Fevers	3·33	·03	–	45·49	10·29	·58	7·44	·35	–	7·14	–	–
	3 Septic Diseases	·81	–	·03	·49	–	–	·35	–	–	2·85	–	–
	4 Venereal Diseases	155·17	3·27	·06	114·31	2·15	–	84·75	1·06	–	85·71	2·85	–
	Group B. Diseases dependent on Parasites, Errors in Diet, &c.	1·92	·03	–	1·37	·09	–	4·6	·7	–	5·71	–	–
	Group D. Rheumatism	35·67	1·47	·09	40·58	3·03	·09	37·94	1·41	·35	57·14	4·28	–
	Group D. Tubercular Diseases	·72	·3	·27	1·37	·58	·09	–	–	–	–	–	–
	Group D. Other Diseases	3·24	·03	·18	1·86	·68	–	1·77	–	–	–	–	–
Class II.—Local Diseases.	Diseases of the Nervous System and Organs of the Special Senses	26·37	5·16	·42	25·68	4·41	·29	27·3	2·83	1·41	21·42	1·42	–
	Diseases of the Circulatory System	4·74	3·6	·24	2·74	2·95	·49	3·19	1·41	–	1·42	1·42	–
	Diseases of the Respiratory System	117·82	3·78	1·59	92·54	4·6	·49	48·58	2·48	·35	97·14	–	–
	Diseases of the Digestive System	100·57	2·61	·15	136·96	1·76	·09	97·51	2·12	·7	264·28	4·28	–
	Diseases of the Lymphatic and Glandular System	8·13	·03	–	8·72	·19	–	18·08	–	–	20·	1·42	–
	Diseases of the Urinary and Generative Systems	7·05	·84	·33	9·21	·98	·19	10·63	·7	–	11·42	1·42	–
	Diseases of the Organs of Locomotion	5·07	·6	–	7·05	·39	–	4·96	–	–	18·57	–	–
	Diseases of the Connective Tissue and Skin	137·5	·57	·06	183·62	·29	–	177·65	·7	–	178·57	–	–
III.	Poisons	·3	–	–	1·86	–	–	1·77	–	–	–	–	–
IV.	Injuries	130·87	1·71	1·14	204·5	2·05	·58	164·89	1·77	·7	285·71	5·71	1·42
Unclassed	Suicide	·18	–	·18	·09	–	·09	–	–	–	–	–	–
	General Total	776·26	24·09	5·37	985·88	34·5	3·92	757·09	15·6	3·9	1332·85	25·71	2·85

Appendix, No. 1—*continued.*

Injury, of the Number Invalided, and the Number Dead, on the different Stations, for the Year 1894.

Pacific.			Cape of Good Hope and West Coast of Africa.			East Indies.			China.			Australia.			Irregular.		
Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.	Cases.	Invalided.	Dead.
3·7	–	–	2·85	–	–	5·88	–	–	4·57	–	–	·74	–	–	·18	–	–
57·4	·61	–	51·78	1·07	–	220·85	2·13	–	76·	·57	·85	26·29	–	·37	50·75	·37	·75
·61	–	–	7·14	1·07	1·07	40·64	2·13	2·67	11·42	·85	·28	23·7	–	–	2·26	–	–
61·72	·61	–	61·78	2·14	1·07	267·37	4·27	2·67	92·	1·42	1·14	50·74	–	·37	53·2	·37	75
15·43	·61	·61	260·35	11·78	5·	47·59	5·88	1·06	9·14	·28	–	5·92	–	–	16·98	·18	–
·61	–	–	·35	–	–	1·06	–	–	1·14	–	–	–	–	–	56	–	–
150·61	2·46	–	115·35	2·14	–	202·13	8·02	–	207·71	3·42	–	161·85	·37	37	183·58	2·26	–
2·46	–	–	5·	·35	–	16·57	4·27	–	4·	·85	–	4·44	–	–	6·98	–	–
35·8	3·7	–	55·71	1·07	–	34·75	·53	–	49·14	1·42	–	37·77	1·48	–	47·73	·56	·37
·61	–	·61	·35	–	·35	·53	–	–	1·42	·85	·57	2·22	·74	·74	·37	–	–
11·11	·61	–	1·42	·35	·35	4·27	–	–	6·28	·28	–	6·66	·37	·37	3·39	–	–
27·16	1·23	–	37·14	3·57	–	43·85	4·27	·53	31·71	3·42	·85	33·7	5·55	·74	31·32	3·96	·37
3·08	–	–	7·14	2·5	·35	1·6	–	·53	5·71	·85	·57	5·55	·37	·74	3·77	1·32	·18
84·56	1·85	–	96·07	3·57	1·42	50·26	5·34	·53	78·85	2·85	1·14	73·7	1·22	·74	102·64	2·83	·75
122·22	1·23	–	161·78	4·64	·35	172·19	4·27	·53	188·	2·85	·85	125·55	·37	–	125·84	3 39	·37
8·64	–	–	14·64	–	–	19·78	–	–	30·28	·28	–	11·85	–	–	15·47	–	–
17·9	·61	–	11·42	1·78	·35	9·62	–	–	11·14	·57	·57	13·7	–	–	8·3	1·13	–
12·34	–	–	6·07	–	–	9·09	·53	–	11·42	·85	–	8·88	1·11	–	10·56	·18	–
214·19	–	–	214·64	·35	–	304·27	–	–	245·14	·85	–	213·33	·37	–	228·86	·18	–
1·23	–	–	1·07	–	–	·53	–	–	·28	–	–	·74	–	–	1·32	–	–
266·04	·61	·61	266·42	11·42	10·	234·22	3·74	1·06	205·14	1·71	·57	245·55	2·22	1·48	244·52	1·69	1·69
–	–	–	–	–	·35	–	–	–	–	–	–	–	–	–	–	–	–
1035·8	13·58	1·85	1316·78	45·71	19·64	1419·78	41·17	6·95	1178·57	22·85	6·28	1002·22	15·18	9·25	1085·47	18·11	4·52

Appendix, No. 1—*continued.*

Table, No. 5.—Showing the Number of Cases of Disease and Injury under the various Classes, and per 1,000 of Force

			Between 15 and 25. (Mean Force, 38,210.)						Between 25 and 35. (Mean Force, 19,170.)					
		CLASS OF DISEASE.	Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups. 1	Eruptive Fevers	323	8·45	–	–	5	·13	29	1·51	–	–	–	–
		Continued Fevers	1,226	32·08	12	·31	22	·57	770	40·16	11	·57	9	·46
		Other Diseases	1,012	26·48	4	·1	3	·07	476	24·83	5	·26	7	·36
		Total	2,561	67·02	16	·41	30	·78	1,275	66·51	16	·83	16	·83
		2 Malarial Fevers	753	19·7	91	2·38	12	·31	661	34·48	50	2·6	9	·46
		3 Septic Diseases	31	·81	–	–	1	·02	10	·52	–	–	–	–
		4 Venereal Diseases	7,002	183·25	95	2·46	1	·02	2,457	128·16	82	4·27	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	71	1·85	4	·1	–	–	87	4·53	7	·36	–	–
	Group D.	Rheumatism	1,212	31·71	60	1·57	3	·07	913	47·62	29	1·51	3	·15
		Tubercular Diseases	38	·99	18	·47	12	·31	11	·57	2	·1	4	·2
		Other Diseases	59	1·54	5	·13	1	·02	58	3·02	2	·1	3	·15
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	1,004	26·27	166	4·34	8	·2	520	27·12	75	3·91	7	·36
		Circulatory System	162	4·23	122	3·19	1	·02	72	3·75	28	1·46	9	·46
		Respiratory System	3,907	102·25	153	4·	42	1·09	1,896	98·9	57	2·97	19	·99
		Digestive System	4,919	128·73	98	2·56	5	·13	2,261	117·94	47	2·45	7	·36
		Lymphatic and Glandular System	466	12·19	4	·1	–	–	241	12·57	1	·05	–	–
		Urinary and Generative Systems	338	8·84	36	·94	2	·05	152	7·92	10	·52	7	·36
		Organs of Locomotion	284	7·43	26	·68	–	–	122	6·36	4	·2	–	–
		Connective Tissue and Skin	8,065	211·07	21	·54	1	·02	2,680	139·8	3	·15	–	–
III.		Poisons	26	·68	–	–	–	–	19	·99	–	–	–	–
IV.		Injuries	6,844	179·11	92	2·4	57	1·49	3,591	187·32	40	2·08	35	1·82
Unclassed		Suicide	–	–	–	–	–	–	3	·15	–	–	3	·15
		General Total	37,742	987·75	1,007	26·35	176	4·6	17,029	888·31	453	23·63	122	6·36

APPENDIX, No. 1—*continued.*

the Number of Invalidings and Deaths in the TOTAL FORCE, between certain Ages, with the Ratio at those Ages.

Between 35 and 45. (Mean Force, 6,400.)						Above 45. (Mean Force, 1,060.)						TOTALS. (Mean Force, 64,840.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
4	·62	–	–	–	–	1	·94	–	–	–	–	357	5·5	–	–	5	·07
170	26·56	–	–	2	·31	23	21·69	–	–	–	–	2,189	33·76	23	·35	33	·5
152	23·75	1	·15	1	·15	27	25·47	–	–	–	–	1,667	25·7	10	·15	11	·16
326	50·93	1	·15	3	·46	51	48·11	–	–	–	–	4,213	64·97	33	·5	49	·75
157	24·53	12	1·87	1	·15	11	10·37	1	·94	1	·94	1,582	24·39	154	2·37	23	·35
1	·15	–	–	–	–	4	3·77	–	–	–	–	46	·7	–	–	1	·01
250	39·06	9	1·4	2	·31	10	9·43	–	–	–	–	9,719	149·89	186	2·86	3	·04
36	5·62	3	·46	–	–	13	12·26	2	1·88	–	–	207	3·19	16	·24	–	–
348	54·37	20	3·12	1	·15	83	78·3	–	–	–	–	2,556	39·42	109	1·68	7	·1
5	·78	1	·15	–	–	–	–	–	–	–	–	54	·83	21	·32	16	·24
67	10·46	4	·62	1	·15	36	33·96	1	·94	3	2·83	220	3·39	12	·18	8	·12
254	39·68	42	6·56	10	1·56	53	50·	11	10·37	4	3·77	1,831	28·23	294	4·53	29	·44
39	6·09	15	2·34	7	1·09	6	5·66	1	·94	3	2·83	279	4·3	166	2·56	20	·3
625	97·65	22	3·43	11	1·71	167	157·54	2	1·88	2	1·88	6,595	101·71	234	3·6	74	1·14
568	88·75	15	2·34	2	·31	98	92·45	6	5·66	1	·94	7,846	121·	166	2·56	15	·23
25	3·9	–	–	–	–	5	4·71	–	–	–	–	737	11·36	5	·07	–	–
63	9·84	6	·93	5	·78	13	12·26	3	2·83	2	1·88	566	8·72	55	·84	16	·24
34	5·31	1	·15	–	–	2	1·88	1	·94	–	–	442	6·81	32	·49	–	–
440	68·75	5	·78	–	–	61	57·54	1	·94	1	·94	11,246	173·44	30	·46	2	·03
5	·78	–	–	–	–	–	–	–	–	–	–	50	·77	–	–	–	–
826	129·06	15	2·34	10	1·56	144	135·84	1	·94	1	·94	11,405	175·89	148	2·28	103	1·58
4	·62	–	–	5	·78	–	–	–	–	–	–	7	·1	–	–	8	·12
4,073	636·4	171	26·71	58	9·06	757	714·15	30	28·3	18	16·98	59,601	919·2	1,661	25·61	374	5·76

Appendix, No. 2.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected for Time; the Number of Cases, Invaliding and Deaths; the Total Number of Days' Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the Number Discharged to Hospital, on the Home Station.

C., Commissioned. P.O., Paid Off.

RATE, &c.	NAMES OF SHIPS.	Period.	Average Complements corrected for Time.	Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
Battle Ship	Alexandra	Year	545	427	3,759	10·29	18·88	88	13	2
	Audacious - P.O.	1 January to 6 February	40	19	229	6·18	15·84	4	1	—
	Benbow - C.	23 May to 31 December	210	189	1,800	8·07	23·05	17	5	1
	Colossus	Year	330	316	2,789	7·64	23·15	67	5	—
	Devastation	Year	335	347	2,145	5·87	17·52	93	6	—
	Edinburgh - C.	7 February to 31 December	395	201	1,918	5·84	13·27	19	7	2
	Empress of India	Year	700	343	3,692	10·11	14·44	30	8	2
	Inflexible	Year	315	217	1,129	3·09	9·8	94	6	1
	Repulse - C.	25 April to 31 December	525	287	2,942	11·72	15·32	19	3	—
	Resolution	Year	730	440	3,481	9·53	13·05	57	11	6
	Rodney - P.O.	1 January to 24 April	165	96	925	8·11	15·44	8	2	2
	Royal Sovereign	Year	750	689	5,135	14·06	18·74	50	11	1
	Superb - P.O.	1 January to 23 May	130	138	1,495	10·45	31·19	18	3	2
	Thunderer	Year	300	336	3,150	8·63	28·76	47	10	1

Cruiser	Aurora	Year	325	331	3,004	8·23	25·32	46	3	1
	Australia	Year	390	230	1,568	4·29	11·	39	5	—
	Barrosa	2 June to 28 August	40	30	226	2·56	16·	8	—	—
	Bellona	1 January to 1 June	75	64	496	3·26	18·62	19	2	—
	Bellona	29 August to 31 December	60	42	275	2·2	12·94	22	1	—
	Blenheim	26 May to 31 December	345	139	962	4·37	7·66	27	3	—
	Endymion	26 May to 31 December	335	327	2,665	12·11	21·81	37	3	—
	Galatea	Year	520	308	2,750	7·53	14·43	45	3	3
	Immortalité	1 January to 25 May	209	100	905	6·24	12·48	12	1	—
	Melampus	Year	280	192	1,450	3·97	14·17	37	2	2
	Mersey	Year	405	281	2,074	8·14	20·09	22	5	—
	Narcissus	1 January to 25 May	210	121	1,125	7·75	14·62	16	2	—
	Warspite	Year	325	269	2,150	5·89	18·12	57	2	3
Royal Yacht	Osborne	Year	145	108	886	2·42	16·68	10	1	2
	Victoria and Albert	Year	230	107	907	2·48	10·78	13	2	—
Coast Defence Ship	Rupert	Year	205	159	1,645	4·5	21·95	10	—	—
Gun Boat	Albacore	Year	55	48	158	·43	7·81	19	2	1
	Banterer	1 January to 31 March	15	25	98	1·08	16·61	7	1	—
	Excellent	Year	1,770	748	4,307	11·8	6·66	472	30	7
	Jason	3 April to 31 December	65	53	204	·74	8·22	21	—	—
	Mistletoe	1 January to 2 July	30	30	181	·98	16·33	8	2	—
	Raven	3 July to 31 December	25	31	152	·83	15·09	10	—	—
	Seagull	Year	75	89	480	1·31	17·46	19	2	—
	Sharpshooter	15 September to 31 December	30	37	335	3·1	32·63	7	—	—
	Speedwell	1 January to 14 September	65	31	215	·83	9·22	6	—	—
	Speedy	20 February to 31 December	75	65	442	1·4	16·47	27	5	—

(*Continued.*)

APPENDIX, No. 2—*continued.*

TABLE, No. 1.—Showing the Names of the Ships; the Average Complements corrected for Time; the Number of Cases, Invaliding and Deaths; the Total Number of Days' Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the Number Discharged to Hospital, on the HOME STATION—*continued.*

C., Commissioned. P.O., Paid Off.

RATE, &c.	NAMES OF SHIPS.	Period.	Average Complements corrected for Time.	Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
Sloop	Wild Swan C.	6 December to 31 December	10	14	42	1·61	10·73	6	—	—
Troop Ship	Assistance P.O.	1 January to 15 September	90	76	212	·82	6·56	46	4	1
Flag Ship	Victory	Year	2,615	4,230	11,105	30·42	11·63	2,609	198	28
	Vivid	Year	3,905	2,535	14,139	38·73	9·91	1,133	49	28
Special Service Vessel	Hearty	Year	95	94	566	1·55	16·31	12	2	1
	Jackal	Year	50	56	400	1·09	21·8	15	—	—
	Wildfire	Year	790	691	9,824	26·91	34·06	51	16	7
Surveying Vessel	Research	1 April to 31 October	35	35	156	·72	12·	6	1	—
	Triton	1 April to 31 October	30	12	93	·48	8·6	1	—	—
	Waterwitch C.	12 June to 30 June	5	—	—	—	—	—	—	—
General Depôt Ship	Pembroke	Year	2,560	2,523	20,319	55·66	21·74	644	90	18
Drill Ship for Royal Naval Reserve.	Briton	1 January to 31 March and 1 October to 31 December	15	3	9	·04	1·6	—	—	—
	Castor	Year	20	11	137	·37	18·5	1	—	—
	Clyde	Year	25	14	172	·47	18·8	4	—	1
	Dædalus	Year	20	20	165	·45	22·5	1	—	—
	Durham	Year	20	10	88	·24	12·	—	—	1
	Eagle	Year	25	13	81	·22	8·8	1	—	—

	President	Year	25	10	49	·13	5·2	1	—	—
	Trincomalee	Year	25	10	90	·24	9·6	1	—	1
	Unicorn	Year	20	3	12	·03	1·5	—	—	—
Training Ship for Naval Cadets.	Britannia	Year	480	161	1,952	5·34	11·12	7	—	—
Training Ship for Boys	Boscawen	Year	550	656	4,473	12·25	22·27	111	7	1
	Caledonia	Year	950	695	7,649	20·95	22·05	10	34	3
	Ganges	Year	660	429	4,365	11·95	18·1	52	15	3
	Impregnable	Year	1,625	743	2,300	6·3	3·87	584	71	20
	Lion	Year	1,120	722	5,027	13·77	12·29	220	44	9
	Minotaur (temporarily attached to "Boscawen").	Year	630	308	1,417	3·88	6·15	115	15	3
	Northampton (sea-going) C.	14 June to 31 December	340	298	2,302	11·45	18·46	50	5	1
	Wanderer (sailing)	14 March to 31 October	140	128	1,189	5·12	23·27	14	4	1
	St. Vincent	Year	885	481	1,297	3·55	4·01	408	51	6
Sailing Brig	Liberty	14 March to 2 November	85	174	799	3·41	25·25	35	1	—
	Martin	14 March to 31 October	85	63	254	1·09	8·07	14	1	1
	Nautilus	19 March to 2 November	85	97	296	1·29	9·55	51	—	—
	Pilot	20 March to 2 November	75	151	505	2·21	18·41	20	1	—
	Seaflower	14 March to 31 October	85	69	527	2·27	17·46	14	—	—
	Sealark	14 March to 31 October	75	49	325	1·4	12·17	12	—	—
Gunnery Ship	Cambridge	Year	1,190	855	5,319	14·57	12·24	317	17	2
Torpedo School Ship	Defiance	Year	430	221	1,470	4·02	9·34	88	1	1
	Vernon	Year	675	367	2,235	6·12	9·06	154	7	—

APPENDIX, No. 2—*continued.*

TABLE, No. 1.—Showing the Names of the Ships specially Commissioned for the Naval Manœuvres; the Average Complements corrected for Time; the Number of Cases, Invaliding and Deaths; the Total Number of Days' Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the Number Discharged to Hospital.

RATE, &c.	NAMES OF SHIPS.	Period.	Average Complements corrected for Time.	Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
Gun Boat	Alarm	18 July to 21 August	10	13	53	1·51	16·77	4	—	—
Cruiser	Andromache	18 July to 28 August	30	42	276	6·57	23·46	5	1	—
Gun Boat	Antelope	18 July to 23 August	10	9	68	1·83	19·26	2	—	—
Cruiser	Apollo	18 July to 27 August	30	14	180	4·39	15·4	–	—	—
	Astræa	18 July to 24 August	30	31	279	7·34	24·83	6	—	—
Battle Ship	Barfleur	18 July to 1 September	75	93	496	10·78	17·96	13	—	—
Sloop	Basilisk	18 July to 29 August	15	12	44	1·02	7·28	2	—	—
Cruiser	Brilliant	18 July to 25 August	30	10	56	1·43	5·01	–	—	1
Gun Boat	Bullfrog	18 July to 28 August	5	10	45	1·07	17·83	2	—	—
	Circe	18 July to 27 August	10	9	71	1·73	19·22	1	—	—
Battle Ship	Conqueror	18 July to 21 August	30	36	210	6·	17·91	2	—	—
Gun Vessel	Curlew	18 July to 15 August	10	8	34	1·17	11·7	1	—	—
Gun Boat	Dryad	18 July to 23 August	15	10	30	·81	6·48	2	—	—
Cruiser	Gibraltar	18 July to 29 August	60	31	287	6·67	12·7	9	—	—
Gun Boat	Gossamer	18 July to 20 August	10	6	55	1·61	16·94	2	—	—
	Hebe	18 July to 23 August	10	2	5	·13	1·36	1	—	—

Cruiser	Indefatigable	18 July to 25 August	30	20	115	2·94	11·3	5	—	—
	Intrepid	18 July to 28 August	30	31	198	4·71	18·11	13	—	—
	Iphigenia	18 July to 24 August	30	15	119	3·13	11·59	5	—	—
	Latona	18 July to 24 August	25	13	98	2·57	9·88	1	—	—
Special Service Vessel	Magnet	18 July to 21 August	5	5	21	·6	12·	3	—	—
Cruiser	Medea	18 July to 22 August	25	13	86	2·38	10·34	1	—	—
	Medusa	18 July to 22 August	25	11	46	1·27	5·52	—	—	—
	Naiad	18 July to 27 August	30	20	145	3·53	13·57	5	—	—
	Pearl	18 July to 22 August	20	10	67	1·86	8·26	3	—	—
	Pique	18 July to 25 August	30	16	128	3·28	11·92	4	—	—
	Rainbow	18 July to 25 August	30	26	173	4·43	16·1	9	—	—
Gun Boat	Rattlesnake	18 July to 23 August	5	3	10	·27	3·85	1	—	—
	Renard	18 July to 30 August	10	1	10	·22	2·44	—	—	—
Cruiser	St. George	18 July to 29 August	60	66	530	12·32	21·64	12	—	1
Gun Boat	Salamander	18 July to 24 August	10	9	104	2·73	30·33	1	—	—
Cruiser	Sappho	18 July to 28 August	35	31	281	6·69	23·47	1	—	—
	Scylla	18 July to 29 August	35	23	57	1·32	4·63	1	—	—
Gun Boat	Spider	18 July to 11 August	5	5	17	·68	9·71	1	—	—
Cruiser	Sybille	18 July to 25 August	30	26	150	3·84	13·71	6	—	—
	Terpsichore	18 July to 29 August	35	25	139	3·23	11·33	5	—	—
	Theseus	18 July to 29 August	60	57	430	10·	15·86	1	—	1
	Thetis	18 July to 25 August	30	24	182	4·66	16·94	2	—	—
Special Service Vessel	Traveller	18 July to 18 August	5	6	15	·46	8·36	4	—	—
Gun Boat	Trent	18 July to 22 August	5	—	—	—	—	—	—	—
Cruiser	Tribune	18 July to 28 August	35	44	282	6·71	23·54	3	—	—

APPENDIX, No. 2—*continued.*

TABLE, No. 2.—SHOWING the Number of CASES of DISEASE and INJURY under the of Men Sick Daily on the HOME STATION, with the Ratios per 1,000 of

(Average

CLASS I.—GENERAL DISEASES.				DISEASE OR INJURY.	Cases.	Invalided.	Dead.	Days' Sickness. On Board.	Days' Sickness. In Hospital.	Days' Sickness. TOTAL.
	Group A.	Sub-Groups.	1	Small Pox	1	–	–	9	19	28
				Other Eruptive Fevers	310	–	4	1,618	7,529	9,147
				Enteric Fever	63	2	15	415	3,186	3,601
				Other Continued Fevers	148	–	–	943	686	1,629
				Dysentery	3	–	–	2	174	176
				Influenza	684	–	2	5,186	431	5,617
				Other Diseases	17	–	–	111	466	577
				TOTAL	1,226	2	21	8,284	12,491	20,775
			2	Malarial Fevers	111	1	–	785	1,007	1,792
			3	Septic Diseases	27	–	1	510	313	823
			4	Syphilis—Primary	2,021	–	–	15,407	58,393	73,800
				Syphilis—Secondary	817	65	2	6,893	35,013	41,906
				Gonorrhœa	2,334	44	–	14,532	54,497	69,029
				TOTAL	5,172	109	2	36,832	147,903	184,735
	Group B.	Sub-Groups.	1	Parasitic Diseases	15	–	–	41	7	48
			3	Effects of Climate, &c.	–	–	–	–	–	–
			4	Alcoholism	49	1	–	72	521	593
	Group C.			Debility, &c.	–	–	–	–	–	–
	Group D.			Rheumatism	1,189	49	3	10,033	16,800	26,833
				Tubercular Diseases	24	10	9	214	210	424
				Other Diseases	108	1	6	968	949	1,917

APPENDIX, No. 2—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 33,330.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887–93.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·07	·03	- -	- -	- -	·02	—	–	–
25·06	9·3	- -	·12	·75	6·64	- -	·07	·59
9·86	1·89	·06	·45	·29	1·58	·06	·36	·25
4·46	4·44	- -	- -	·13	5·17	- -	·01	·16
·48	·09	- -	- -	·01	·27	·04	–	·02
15·38	20·52	- -	·06	·46	36·27	- -	·06	·83
1·58	·51	- -	- -	·04	2·9	·01	·02	·15
56·91	36·78	·06	·63	1·7	52·91	·13	·54	2·06
4·9	3·33	·03	- -	·14	2·55	·04	·01	·16
2·25	·81	- -	·03	·06	1·24	·02	·07	·09
202·19	60·63	- -	- -	6·06	62·94	- -	–	6·37
114·81	24·51	1·95	·06	3·44	24·47	1·72	·07	2·9
189·12	70·02	1·32	- -	5·67	77·96	·63	·03	5·8
506·12	155·17	3·27	·06	15·18	165·38	2·36	·1	15·09
·13	·45	- -	- -	- -	·48	—	–	–
- -	- -	- -	- -	- -	·23	·01	–	–
1·62	1·47	·03	- -	·04	1·25	- -	–	·03
- -	- -	- -	- -	- -	·03	·01	–	–
73·51	35·67	1·47	·09	2·2	36·19	1·23	·07	1·85
1·16	·72	·3	·27	·03	·72	·23	·13	·05
5·25	3·24	·03	·18	·15	3·09	·15	·07	·14

(*Continued.*)

APPENDIX, No. 2—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Sick Daily on the HOME STATION, with the Ratios per 1,000 of Average

DISEASE OR INJURY.		Cases.	Invalided.	Dead.	Days' Sickness.		
					On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES. Diseases of the Nervous System	Nervous Diseases	354	56	13	1,645	3,670	5,315
	Mental Diseases	54	25	–	298	1,451	1,749
Eye		326	35	–	2,251	3,684	5,935
Other Organs of Special Sense		145	56	1	721	3,034	3,755
Circulatory System		158	120	8	860	3,940	4,800
Respiratory System		3,927	126	53	20,793	35,737	56,530
Digestive System		3,352	87	5	16,300	12,818	29,118
Lymphatic and Glandular System		271	1	–	2,557	7,132	9,689
Urinary and Generative Systems		235	28	11	1,472	3,029	4,501
Organs of Locomotion		169	20	–	1,382	3,543	4,925
Connective Tissue and Skin		4,583	19	2	28,530	37,502	66,032
CLASS III. - Poisons		10	–	–	64	72	136
CLASS IV. - Injuries	General	48	2	31	115	494	609
	Local	4,314	55	7	37,374	17,097	54,471
UNCLASSED - Suicide		6	–	6	–	–	–
GENERAL TOTAL		25,873	803	179	172,101	313,404	485,505

APPENDIX, No. 2—*continued.*

Classes, the Number of Invalidings and Deaths; and the Average Number of Men Strength for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887–93.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
14·56	10·62	1·68	·39	·43	8·67	1·78	·34	·47
4·79	1·62	·75	- -	·14	·91	·7	–	·11
16·26	9·78	1·05	- -	·48	8·92	·83	–	·44
10·28	4·35	1·68	·03	·3	3·46	·95	–	·21
13·15	4·74	3·6	·24	·39	5·03	3·48	·37	·44
154·87	117·82	3·78	1·59	4·64	98·38	4·18	1·73	4·08
79·77	100·57	2·61	·15	2·39	91·11	2·54	·24	2·23
26·54	8·13	·03	- -	·79	12·67	·15	·02	1·43
12·33	7·05	·84	·33	·36	8·29	·79	·27	·5
13·49	5·07	·6	- -	·4	5·71	·49	·01	·36
180·9	137·5	·57	·06	5·42	137·46	·4	–	5·56
·37	·3	- -	- -	·01	·34	- -	·03	·01
1·66	1·44	·06	·93	·04	2·23	- -	1·65	·02
149·23	129·43	1·65	·21	4·47	137·75	1·7	·22	4·87
- -	·18	- -	·18	- -	·09	- -	·09	–
1330·15	776·26	24·09	5·37	39·9	785·35	22·34	6·13	40·41

Appendix, No. 2—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and Ratio per 1,000 of

			Between 15 and 25. (Mean Force, 20,740.)						Between 25 and 35. (Mean Force, 8,370.)					
		CLASS OF DISEASE.	Cases.		Invalided		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups 1	Eruptive Fevers	295	14·22	–	–	4	·19	13	1·55	–	–	–	–
		Continued Fevers	136	6·55	2	·09	13	·62	60	7·16	–	–	2	·23
		Other Diseases	494	23·81	–	–	1	·04	130	15·53	–	–	1	·11
		Total	925	44·59	2	·09	18	·86	203	24·25	–	–	3	·35
		2 Malarial Fevers	34	1·63	–	–	–	–	57	6·81	1	·11	–	–
		3 Septic Diseases	20	·96	–	–	1	·04	5	·59	–	–	–	–
		4 Venereal Diseases	3,834	184·86	61	2·94	1	·04	1,235	147·55	44	5·25	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	17	·81	–	–	–	–	28	3·34	1	·11	–	–
	Group D.	Rheumatism	629	30·32	37	1·78	2	·09	354	42·29	9	1·07	–	–
		Tubercular Diseases	20	·96	9	·43	7	·33	2	·23	1	·11	2	·23
		Other Diseases	23	1·1	1	·04	1	·04	25	2·98	–	–	2	·23
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	520	25·07	114	5·49	2	·09	209	24·97	32	3·82	4	·47
		Circulatory System	109	5·25	98	4·72	–	–	28	3·34	14	1·67	2	·23
		Respiratory System	2,581	124·44	94	4·53	29	1·39	891	106·45	19	2·27	13	1·55
		Digestive System	2,399	115·67	60	2·89	2	·09	688	82·19	23	2·74	1	·11
		Lymphatic and Glandular System	185	8·91	1	·04	–	–	77	9·19	–	–	–	–
		Urinary and Generative Systems	144	6·94	22	1·06	1	·04	59	7·04	3	·35	4	·47
		Organs of Locomotion	122	5·88	16	·77	–	–	31	3·7	3	·35	–	–
		Connective Tissu and Skin	3,519	169·67	15	·72	1	·04	861	102·86	2	·23	–	–
III.		Poisons	6	·28	–	–	–	–	3	·35	–	–	–	–
IV.		Injuries	2,706	130·47	43	2·07	23	1·1	1,207	144·2	10	1·19	10	1·19
Unclassed		Suicide	–	–	–	–	–	–	2	·23	–	–	2	·23
		General Total	17,793	857·9	573	27·62	88	4·24	5,965	712·66	162	19·35	43	5·13

Appendix, No. 2—*continued.*

the Number of Invalidings and Deaths on the Home Station, etween certain Ages, with the Force at those Ages.

Between 35 and 45. (Mean Force, 3,420.)						Above 45. (Mean Force, 800.)						Totals. (Mean Force, 33,330.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
3	·87	–	–	–	–	–	–	–	–	–	–	311	9·33	–	–	4	·12
11	3·21	–	–	–	–	4	5·	–	–	–	–	211	6·33		·06	15	·45
61	17·83	–	–	–	–	19	23·75	–	–	–	–	704	21·12	–	–	2	·06
75	21·92	–	–	–	–	23	28·75	–	–	–	–	1,226	36·78	2	·06	21	·63
19	5·55	–	–	–	–	1	1·25	–	–	–	–	111	3·33	1	·03	–	–
–	–	–	–	–	–	2	2·5	–	–	–	–	27	·81	–	–	1	·03
100	29·23	4	1·16	1	·29	3	3·75	–	–	–	–	5,172	155·17	109	3·27	2	·06
13	3·8	–	–	–	–	6	7·5	–	–	–	–	64	1·92	1	·03	–	–
144	42·1	3	·87	1	·29	62	77·5	–	–	–	–	1,189	35·67	49	1·47	3	·09
2	·58	–	–	–	–	–	–	–	–	–	–	24	·72	10	·3	9	·27
39	11·4	–	–	1	·29	21	26·25	–	–	2	2·5	108	3·24	1	·03	6	·18
113	33·04	16	4·67	5	1·46	37	46·25	10	12·5	3	3·75	879	26·37	172	5·16	14	·42
17	4·97	8	2·33	4	1·16	4	5·	–	–	2	2·5	158	4·74	120	3·6	8	·24
333	97·36	12	3·5	9	2·63	122	152·5	1	1·25	2	2·5	3,927	117·82	126	3·78	53	1·59
211	61·69	4	1·16	1	·29	54	67·5	–	–	1	1·25	3,352	100·57	87	2·61	5	·15
7	2·04	–	–	–	–	2	2·5	–	–	–	–	271	8·13	1	·03	–	–
27	7·89	3	·87	5	1·46	5	6·25	–	–	1	1·25	235	7·05	28	·84	11	·33
15	4·38	–	–	–	–	1	1·25	1	1·25	–	–	169	5·07	20	·6	–	–
170	49·7	2	·58	–	–	33	41·25	–	–	1	1·25	4,583	137·5	19	·57	2	·06
1	·29	–	–	–	–	–	–	–	–	–	–	10	·3	–	–	–	–
341	99·7	4	1·16	4	1·16	108	135·	–	–	1	1·25	4,362	130·87	57	1·71	38	1·14
4	1·16	–	–	4	1·16	–	–	–	–	–	–	6	·18	–	–	6	·18
1,631	476·9	56	16·37	35	10·23	484	605·	12	15·	13	16·25	25,873	776·26	803	24·09	179	5·37

APPENDIX, No. 3.

TABLE, No. 1.—Showing the Names of the Ships; the Average Complements corrected for Time; the Number of Cases, Invalidings and Deaths; the Total Number of Days' Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the Number Discharged to Hospital, on the MEDITERRANEAN STATION.

C., Commissioned. P.O., Paid Off.

RATE, &c.	NAMES OF SHIPS.	Period.	Average Complements corrected for Time.	Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
Battle Ship	Anson	Year	450	629	4,980	13·64	28·41	77	22	2
	Camperdown	Year	500	605	3,906	10·7	21·4	73	17	1
	Collingwood	Year	465	540	4,608	12·62	27·13	83	21	2
	Dreadnought	1 January to 30 June	225	124	733	4·04	8·97	10	1	—
	Hood	Year	680	655	7,124	19·51	28·69	82	27	1
	Howe	Year	520	413	3,759	10·29	19·78	48	9	—
	Nile P.O.	1 January to 26 October	395	343	3,175	10·61	22·1	65	11	1
	Nile C.	27 October to 31 December	95	72	660	10·	18·51	22	3	—
	Ramillies	Year	735	1,094	7,509	20·57	27·98	138	46	4
	Rodney	1 July to 31 December	250	169	2,701	14·67	29·04	7	4	—
	Sans Pareil	Year	575	464	2,981	8·16	14·19	31	11	5
	Trafalgar	Year	565	538	4,024	11·02	15·5	52	19	—

Torpedo Ram	Polyphemus		Year	135	186	1,442	3·95	29·25	29	9	3
Cruiser	Æolus		2 March to 30 September	155	151	1,599	7·5	27·77	17	5	1
	Amphion		Year	310	253	1,626	4·45	14·35	8	7	2
	Arethusa		Year	295	312	2,794	7·65	25·93	33	14	2
	Barham		Year	170	146	849	2·32	13·64	23	10	—
	Cambrian	C.	16 October to 31 December	65	55	277	3·59	11·21	16	—	—
	Edgar		1 January to 30 September	400	453	3,369	12·34	23·06	79	28	1
	Fearless	P.O.	1 January to 29 October	125	115	743	2·46	16·4	11	3	—
	Fearless	C.	30 October to 31 December	25	35	273	4·33	29·86	1	1	—
	Hawke		Year	555	406	3,672	10·06	18·12	21	10	—
	Scout		Year	140	128	672	1·84	13·14	25	3	—
	Spartan	C.	16 January to 30 September	200	152	2,049	7·94	28·35	21	3	—
Sloop (Sailing)	Cruiser		Year	245	149	1,334	3·65	14·89	18	3	3
Sloop	Cormorant		Year	50	31	143	·39	7·8	18	3	—
	Dolphin		Year	115	181	1,303	3·56	30·95	21	5	—
	Gannet		Year	160	161	1,913	5·24	32·75	20	3	—
	Melita		Year	130	132	1,016	2·78	21·38	16	2	1
Gun Boat	Bramble		1 January to 30 September	50	91	431	1·57	22·42	18	—	—
	Gleaner		Year	90	107	547	1·49	16·55	24	4	1
	Skipjack		1 April to 31 December	65	88	500	1·81	20·11	18	3	2
Special Service Vessel	Cockatrice		Year	60	84	616	1·68	28·	3	—	—
	Imogene		Year	35	26	241	·66	18·85	9	1	3
Torpedo Depôt Ship	Vulcan		Year	420	478	3,022	8·27	19·69	45	10	3
Harbour Flag Ship	Hibernia		Year	450	258	1,436	3·93	8·73	72	20	1
Despatch Vessel	Surprise		Year	115	106	732	2·	17·39	9	2	—
Store Ship	Humber		Year	85	52	381	1·04	12·23	8	3	—
Surveying Vessel	Stork		Year	70	74	542	1·48	21·14	12	3	1

Appendix, No. 3—*continued.*

Table, No. 2.—Showing the Number of Cases of Disease and Injury under the of Men Sick Daily on the Mediterranean Station, with the Ratios per 1,000

(Average

Class I.—General Diseases.				DISEASE OR INJURY.	Cases.	Invalided.	Dead.	Days' Sickness. On Board.	Days' Sickness. In Hospital.	Days' Sickness. Total.
	Group A.	Sub-Groups	1	Small Pox	1	-	-	-	45	45
				Other Eruptive Fevers	-	-	-	-	287	287
				Enteric Fever	26	2	9	326	636	962
				Other Continued Fevers	531	5	-	2,804	375	3,179
				Cholera	-	-	-	-	-	-
				Dysentery	8	-	-	89	89	178
				Influenza	528	-	-	2,248	433	2,681
				Other Diseases	1	-	-	-	16	16
				Total	1,095	7	9	5,467	1,881	7,348
			2	Malarial Fevers	464	105	6	4,428	11,217	15,645
			3	Septic Diseases	5	-	-	31	103	134
			4	Syphilis—Primary	302	-	-	4,301	3,968	8,269
				Syphilis—Secondary	237	18	-	2,993	5,624	8,617
				Gonorrhœa	627	4	-	7,209	3,861	11,070
				Total	1,166	22	-	14,503	13,453	27,956
	Group B.	Sub-Groups	1	Parasitic Diseases	6	-	-	23	-	23
			3	Effects of Climate, &c.	1	-	-	7	7	14
			4	Alcoholism	7	1	-	37	87	124
	Group C.			Debility, &c.	-	-	-	-	-	-
	Group D.			Rheumatism	414	31	1	3,385	3,650	7,035
				Tubercular Diseases	14	6	1	126	154	280
				Other Diseases	19	7	-	137	431	568

Appendix, No. 3—*continued.*

various Classes, the Number of Invalidings and Deaths, and the Average Number of Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 10,200.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·12	·09	- -	- -	·01	·34	- -	-	·03
·78	- -	- -	- -	·07	1·68	- -	·01	·06
2·63	2·54	·19	·88	·25	6·4	1·6	1·8	·87
8·7	52·05	·49	- -	·85	64·7	·58	·01	1·88
- -	- -	- -	- -	- -	·02	- -	·02	-
·48	·78	- -	- -	·04	1·65	·21	·07	·1
7·34	51·76	- -	- -	·71	43·73	·01	·03	·7
·04	·09	- -	- -	- -	1·78	- -	·04	·02
20·13	107·35	·68	·88	1·97	120·36	2·43	2·01	3·7
42·86	45·49	10·29	·58	4·2	44·92	12·38	·65	4·43
·36	·49	- -	- -	·03	·51	·04	·08	·03
22·65	29·6	- -	- -	2·22	41·05	- -	-	2·96
23·6	23·23	1·76	- -	2·31	16·4	1·99	·06	1·36
30·32	61·47	·39	- -	2·97	61·21	1·	-	3·8
76·59	114·31	2·15	- -	7·5	118·67	2·99	·06	8·14
·06	·58	- -	- -	- -	1·35	- -	-	·01
·03	·09	- -	- -	- -	3·22	·13	-	·04
·33	·68	·09	- -	·03	·93	·06	·03	·01
- -	- -	- -	- -	- -	·02	·02	-	-
19·27	40·58	3·03	·09	1·88	56·23	3·6	·02	2·4
·76	1·37	·58	·09	·07	·49	·27	·2	·05
1·55	1·86	·68	- -	·15	2·54	·21	·05	·13

APPENDIX, No. 3—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, MEDITERRANEAN STATION, with the Ratios per 1,000 of Average Strength

DISEASE OR INJURY.			Cases.	Invalided.	Dead.	Days' Sickness.		
						On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES.	Diseases of the	Nervous System — Nervous Diseases	102	18	1	470	902	1,372
		Nervous System — Mental Diseases	17	14	1	49	419	468
		Eye	104	10	–	541	508	1,049
		Other Organs of Special Sense	39	3	1	188	230	418
		Circulatory System	28	23	5	261	952	1,213
		Respiratory System	944	47	5	4,981	4,326	9,307
		Digestive System	1,397	18	1	6,485	2,650	9,135
		Lymphatic and Glandular System	89	2	–	1,594	1,123	2,717
		Urinary and Generative Systems	94	10	2	873	793	1,666
		Organs of Locomotion	72	4	–	726	458	1,184
		Connective Tissue and Skin	1,873	3	–	15,176	3,736	18,912
CLASS III.		Poisons	19	–	–	66	63	129
CLASS IV.		Injuries — General	12	–	2	48	49	97
		Injuries — Local	2,074	21	4	20,080	4,623	24,703
		Injuries — In Action	–	–	–	–	–	–
UNCLASSED		Suicide	1	–	1	–	–	–
		GENERAL TOTAL	10,056	352	40	79,682	51,815	131,497

APPENDIX, No. 3—*continued.*

the Number of Invalidings and Deaths, and the Average Number of Men Sick Daily on the for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
3·75	10·	1·76	·09	·36	12·66	1·78	·16	·4
1·28	1·66	1·37	·09	·12	1·31	·97	–	·09
2·87	10·19	·98	- -	·28	10·11	·93	–	·4
1·14	3·82	·29	·09	·11	4·52	·67	·01	·17
3·32	2·74	2·25	·49	·32	5·07	2·37	·23	·3
25·49	92·54	4·6	·49	2·49	88·07	4·53	·07	2·29
25·02	136·96	1·76	·09	2·45	152·46	2·92	·4	2·57
7·44	8·72	·19	- -	·72	9·49	·26	·02	·81
4·56	9·21	·98	·19	·44	10·15	1·16	·09	·55
3·24	7·05	·39	- -	·31	7·61	·38	·01	·36
51·81	183·62	·29	- -	5·07	195·37	·77	–	5·82
·35	1·86	- -	- -	·03	·45	·02	·06	·01
·26	1·17	- -	·19	·02	7·59	·26	6·45	·04
67·67	203·33	2·05	·39	6·63	245·89	2·3	·32	7·88
- -	- -	- -	- -	- -	·1	- -	·02	–
- -	·09	- -	·09	- -	·08	- -	·08	–
360·26	985·88	34·5	3·92	35·31	1100·4	41·66	11·84	40·85

Appendix, No. 3—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and the per 1,000 of Force

Class of Disease.			Between 15 and 25. (Mean Force, 5,900.)						Between 25 and 35. (Mean Force, 3,300.)					
			Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups 1.	Eruptive Fevers	1	·16	–	–	–	–	–	–	–	–	–	–
		Continued Fevers	327	55·42	3	·5	5	·84	181	54·84	4	1·21	4	·21
		Other Diseases	293	49·66	–	–	–	–	183	55·45	–	–	–	–
		Total	621	105·25	3	·5	5	·84	364	110·3	4	1·21	4	1·21
	Group A. Sub-Groups 2.	Malarial Fevers	260	44·06	65	11·01	3	·5	151	45·75	31	9·39	3	·9
	Group A. Sub-Groups 3.	Septic Diseases	4	·67	–	–	–	–	1	·3	–	–	–	–
	Group A. Sub-Groups 4.	Venereal Diseases	851	144·23	11	1·86	–	–	282	85·45	10	3·03	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	2	·33	–	–	–	–	8	2·42	–	–	–	–
	Group D.	Rheumatism	191	32·37	15	2·54	–	–	154	46·66	7	2·12	1	·3
	Group D.	Tubercular Diseases	8	1·35	4	·67	1	·16	3	·9	1	·3	–	–
	Group D.	Other Diseases	6	1·01	2	·33	–	–	5	1·51	1	·3	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	141	23·89	18	3·05	2	·33	71	21·51	14	4·24	1	·3
	Diseases of the	Circulatory System	15	2·54	11	1·86	–	–	8	2·42	8	2·42	2	·6
	Diseases of the	Respiratory System	503	85·25	28	4·74	4	·67	329	99·69	15	4·54	–	–
	Diseases of the	Digestive System	820	138·98	7	1·18	–	–	457	138·48	7	2·12	1	·3
	Diseases of the	Lymphatic and Glandular System	53	8·98	2	·33	–	–	31	9·39	–	–	–	–
	Diseases of the	Urinary and Generative Systems	50	8·47	5	·84	–	–	31	9·39	3	·9	2	·6
	Diseases of the	Organs of Locomotion	44	7·45	3	·5	–	–	21	6·36	–	–	–	–
	Diseases of the	Connective Tissue and Skin	1,316	223·05	2	·33	–	–	468	141·81	–	–	–	–
Class III.		Poisons	11	1·86	–	–	–	–	7	2·12	–	–	–	–
Class IV.		Injuries	1,233	208·98	9	1·52	2	·33	688	208·48	6	1·81	2	·6
Unclassed		Suicide	–	–	–	–	–	–	1	·3	–	–	1	·3
		General Total	6,129	1038·81	185	31·35	17	2·88	3,080	933·33	107	32·42	17	5·15

Appendix, No. 3—*continued.*

Number of Invalidings and Deaths on the Mediterranean Station, between certain Ages, with the Ratio at those Ages.

Between 35 and 45. (Mean Force, 900.)						Above 45. (Mean Force, 100.)						Totals. (Mean Force, 10,200.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	1	·09	–	–	–	–
43	47·77	–	–	–	–	6	60·	–	–	–	–	557	54·6	7	·68	9	·88
56	62·22	–	–	–	–	5	50·	–	–	–	–	53	52·64	–	–	–	–
99	110·	–	–	–	–	11	110·	–	–	–	–	1,095	107·35	7	·68	9	·88
48	53·33	8	8·88	–	–	5	50·	1	10·	–	–	464	45·49	105	10 29	6	·58
–	–	–	–	–	–	–	–	–	–	–	–	5	·49	–	–	–	–
32	35·55	1	1·11	–	–	1	10·	–	–	–	–	1,166	114·31	22	2·15	–	–
4	4·44	1	1·11	–	–	–	–	–	–	–	–	14	1·37	1	·09	–	–
56	62·22	9	10·	–	–	13	130·	–	–	–	–	414	40·58	31	3·03	1	·09
3	3·33	1	1·11	–	–	–	–	–	–	–	–	14	1·37	6	·58	1	·09
6	6·66	3	3·33	–	–	2	20·	1	10·	–	–	19	1·86	7	·68	–	–
47	52·22	13	14·44	–	–	3	30·	–	–	–	–	262	25·68	45	4·41	3	·29
5	5·55	4	4·44	2	2·22	–	–	–	–	1	10·	28	2·74	23	2·25	5	·49
97	107·77	4	4·44	1	1·11	15	150·	–	–	–	–	944	92·54	47	4·6	5	·49
105	116·66	3	3·33	–	–	15	150·	1	10·	–	–	1,397	136·96	18	1·76	1	·09
2	2·22	–	–	–	–	3	30·	–	–	–	–	89	8·72	2	·19	–	–
12	13·33	1	1·11	–	–	1	10·	1	10·	–	–	94	9·21	10	·98	2	·19
7	7·77	1	1·11	–	–	–	–	–	–	–	–	72	7·05	4	·39	–	–
79	87·77	1	1·11	–	–	10	100·	–	–	–	–	1,873	183·62	3	·29	–	–
1	1·11	–	–	–	–	–	–	–	–	–	–	19	1·86	–	–	–	–
157	174·44	6	6·66	2	2·22	8	80·	–	–	–	–	2,086	204·5	21	2·05	6	·58
–	–	–	–	–	–	–	–	–	–	–	–	1	·09	–	–	1	·09
760	844·44	56	62·22	5	5·55	87	870·	4	40·	1	10·	10,056	985·88	352	34·5	40	3·92

Appendix, No. 4.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the C., Commissioned.

RATE, &c.	NAMES OF SHIPS.	Period.	Average Complements corrected for Time.
Cruiser	Blake	Year	650
	Canada	Year	285
	Cleopatra	Year	285
	Magicienne	Year	215
	Mohawk	Year	170
	Tartar P.O.	1 January to 25 October	145
	Tartar C.	26 October to 31 December	30
	Tourmaline	Year	240
Sloop	Buzzard P.O.	1 January to 3 November	120
	Buzzard C.	4 November to 31 December	20
	Pelican	Year	150
Gun Boat	Partridge	Year	85
Floating Battery	Terror	Year	295
Depôt Ship	Urgent	Year	130

Appendix, No. 4.

for Time; the Number of Cases, Invalidings and Deaths; the Total Number of Days' Number Discharged to Hospital, on the North American and West Indian Station.

P.O., Paid Off.

Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
281	3,637	9·96	15·32	35	6	2
255	2,481	6·79	23·82	40	6	—
188	1,769	4·84	16·98	14	2	1
188	1,837	5·03	23·39	24	5	2
206	1,800	4·93	29·	16	–	1
82	647	2·17	12·05	22	2	—
65	341	5·08	29·02	14	—	—
191	3,110	8·52	35·5	13	2	1
135	1,085	3·53	25·21	15	4	2
35	224	3·86	27·57	5	2	—
85	1,203	3·29	21·93	6	1	—
98	1,104	3·02	35·52	8	3	—
197	450	1·23	4·16	123	7	—
129	658	1·8	13·84	23	4	2

APPENDIX, No. 4—*continued.*

TABLE, No. 2.—SHOWING the Number of CASES of DISEASE and INJURY under the various Sick Daily on the NORTH AMERICAN and WEST INDIAN STATION, with the Ratios per

(Average

DISEASE OR INJURY.				Cases.	Invalided.	Dead.	Days' Sickness.		
							On Board.	In Hospital.	TOTAL.
CLASS I.—GENERAL DISEASES.	Group A.	Sub-Groups.	1 Eruptive Fevers	1	- -	1	1	5	6
			Enteric Fever	3	- -	-	11	755	766
			Other Continued Fevers	96	- -	-	448	218	666
			Yellow Fever	-	- -	-	-	-	-
			Dysentery	1	- -	-	1	52	53
			Influenza	83	- -	-	454	297	751
			Other Diseases	1	- -	-	7	-	7
			TOTAL	185	- -	1	922	1,327	2,249
			2 Malarial Fevers	21	1	-	165	66	231
			3 Septic Diseases	1	- -	-	2	25	27
			4 Syphilis—Primary	69	- -	-	1,345	1,325	2,670
			4 Syphilis—Secondary	46	3	-	848	526	1,374
			4 Gonorrhœa	124	- -	-	2,131	675	2,806
			TOTAL	239	3	-	4,324	2,526	6,850
	Group B.	Sub-Groups	1 Parasitic Diseases	-	- -	-	-	-	-
			3 Effects of Climate, &c.	7	2	-	9	40	49
			4 Alcoholism	6	- -	-	1	32	33
	Group D.		Rheumatism	107	4	1	786	615	1,401
			Tubercular Diseases	-	- -	-	-	-	-
			Other Diseases	5	- -	-	17	104	121

APPENDIX, No. 4—*continued.*

Classes, the Number of Invalidings and Deaths, and the Average Number of Men 1,000 of Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 2,820.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·01	·35	- -	·35	- -	·53	- -	–	·03
2·09	1·06	- -	- -	·74	3·47	·1	·64	·41
1·82	34·04	- -	- -	·64	38·03	- -	–	·7
- -	- -	- -	- -	- -	·16	- -	·1	–
·14	·35	- -	- -	·04	·94	·1	·05	·07
2·05	29·43	- -	- -	·72	50·76	–	·05	·81
·01	·35	- -	- -	- -	·16	–	–	–
6·16	65·6	- -	·35	2·18	94·1	·21	·85	2·07
·6	7·44	·35	- -	·21	21·05	·69	·15	·78
·07	·35	- -	- -	·02	·53	·05	–	·03
7·31	24·46	- -	- -	2·59	38·31	- -	·05	3·16
3·76	16·31	1·06	- -	1·33	18·2	3·11	–	1·95
7·68	43·97	- -	- -	2·72	56·89	·53	–	3·46
18·76	84·75	1·06	- -	6·65	113·41	3·64	·05	8·59
- -	- -	- -	- -	- -	·59	–	–	–
·13	2·48	·7	- -	·04	3·96	·26	–	·08
·09	2·12	- -	- -	·03	1·66	·05	·05	·02
3·83	37·94	1·41	·35	1·35	46·92	1·6	·05	1·72
- -	- -	- -	- -	- -	·31	·26	·15	·01
·33	1·77	- -	- -	·11	2·29	·37	·05	·1

Appendix, No. 4—*continued.*

Table, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, the Number of Indian Station, with the Ratios per 1,000 of Average Strength for

DISEASE OR INJURY.		Cases.	Invalided.	Dead.	Days' Sickness.		
					On Board.	In Hospital.	Total.
Class II.—Local Diseases. Diseases of the	Nervous System — Nervous Diseases	37	3	4	231	191	422
	Nervous System — Mental Diseases	7	3	–	19	109	128
	Eye	24	2	–	190	66	256
	Other Organs of Special Sense	9	–	–	53	61	114
	Circulatory System	9	4	–	128	147	275
	Respiratory System	137	7	1	750	595	1,345
	Digestive System	275	6	2	1,302	765	2,067
	Lymphatic and Glandular System	51	–	–	861	958	1,819
	Urinary and Generative Systems	30	2	–	313	152	465
	Organs of Locomotion	14	–	–	147	211	358
	Connective Tissue and Skin	501	2	–	5,590	1,155	6,745
Class III. — Poisons		5	–	–	17	60	77
Class IV. — Injuries	General	2	–	2	–	4	4
	Local	463	5	–	4,519	1,180	5,699
Unclassed — Suicide		–	–	–	–	–	–
General Total		2,135	44	11	20,346	10,389	30,735

APPENDIX, No. 4 —*continued.*

Invalidings and Deaths, and the Average Number of Men Sick Daily on the NORTH AMERICAN and WEST ti e Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887— 1893			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
1·15	13·12	1·06	1·41	·4	16·35	2·18	·32	·52
·35	2·48	1·06	- -	·12	1·6	1·45	–	·15
·7	8·51	·7	- -	·24	9·21	·85	–	·34
·31	3·19	- -	- -	·1	4·41	·53	–	·14
·75	3·19	1·41	- -	·26	5·02	1·49	·16	·26
3·68	48·58	2·48	·35	1·3	82·66	4·28	·63	2·31
5·66	97·51	2·12	·7	2·	127·38	2·08	·16	2·49
4·98	18·08	- -	- -	1·76	22·57	·68	–	2·09
1·27	10·63	·7	- -	·45	8·72	·63	·15	·45
·98	4·96	- -	- -	·34	6·48	·48	–	·31
18·47	177·65	·7	- -	6·54	182·26	·73	–	5·78
·21	1·77	- -	- -	·07	1·29	·1	–	·05
·01	·7	- -	·7	- -	3·14	·31	1·6	·06
15·61	164·18	1·77	- -	5·53	231·79	1·6	·16	7·57
- -	- -	- -	- -	- -	·1	- -	·1	–
84·2	757·09	15·6	3·9	29·85	988·	24·71	4·72	36·17

Appendix, No. 4—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and the Number with the Ratio per 1,000

CLASS OF DISEASE.			Between 15 and 25. (Mean Force, 1,520.)						Between 25 and 35. (Mean Force, 1,000.)					
			Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups	1 Eruptive Fevers	1	·65	–	–	1	·65	–	–	–	–	–	–
		1 Continued Fevers	54	35·52	–	–	–	–	36	36·	–	–	–	–
		1 Other Diseases	42	27·63	–	–	–	–	34	34·	–	–	–	–
		1 Total	97	63·81	–	–	1	·65	70	70·	–	–	–	–
		2 Malarial Fevers	11	7·23	–	–	–	–	5	5·	–	–	–	–
		3 Septic Diseases	–	–	–	–	–	–	1	1·	–	–	–	–
		4 Venereal Diseases	179	117·76	1	·65	–	–	51	51·	2	2·	–	–
	Group B. Diseases dependent on Parasites, Errors in Diet, &c.		3	1·97	–	–	–	–	6	6·	1	1·	–	–
	Group D.	Rheumatism	52	34·21	2	1·31	–	–	39	39·	–	–	1	1·
		Other Diseases	1	·65	–	–	–	–	1	1·	–	–	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	35	23·02	3	1·97	1	·65	25	25·	3	3·	–	–
		Circulatory System	3	1·97	3	1·97	–	–	4	4·	1	1·	–	–
		Respiratory System	69	45·39	3	1·97	1	·65	58	58·	4	4·	–	–
		Digestive System	169	111·18	3	1·97	–	–	78	78·	–	–	2	2·
		Lymphatic and Glandular System	31	20·39	–	–	–	–	20	20·	–	–	–	–
		Urinary and Generative Systems	17	11·18	–	–	–	–	6	6·	1	1·	–	–
		Organs of Locomotion	7	4·6	–	–	–	–	6	6·	–	–	–	–
		Connective Tissue and Skin	350	230·26	–	–	–	–	120	120·	–	–	–	–
III.		Poisons	4	2·63	–	–	–	–	1	1·	–	–	–	–
IV.		Injuries	292	192·1	3	1·97	1	·65	136	136·	1	1·	1	1·
		General Total	1,320	868·42	18	11·84	4	2·63	627	627·	13	13·	4	4·

Appendix. No. 4—*continued.*

of Invalidings and Deaths, on the North American and West Indian Station, between certain Ages, of Force at those Ages.

Between 35 and 45. (Mean Force, 270.)						Above 45. (Mean Force, 30.)						Totals. (Mean Force, 2,820.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	1	·35	–	–	1	·35
9	33·33	–	–	–	–	–	–	–	–	–	–	99	35·1	–	–	–	–
7	25·92	–	–	–	–	2	66·66	–	–	–	–	85	30·14	–	–	–	–
16	59·25	–	–	–	–	2	66·66	–	–	–	–	185	65·6	–	–	1	·35
5	18·51	1	3·7	–	–	–	–	–	–	–	–	21	7·44	1	·35	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	·35	–	–	–	–
9	33·33	–	–	–	–	–	–	–	–	–	–	239	84·75	3	1·06	–	–
3	11·11	1	3·7	–	–	1	33·33	–	–	–	–	13	4·6	2	·7	–	–
15	55·55	2	7·4	–	–	1	33·33	–	–	–	–	107	37·94	4	1·41	1	·35
2	7·4	–	–	–	–	1	33·33	–	–	–	–	5	1·77	–	–	–	–
16	59·25	2	7·4	3	11·11	1	33·33	–	–	–	–	77	27·3	8	2·83	4	1·41
2	7·4	–	–	–	–	–	–	–	–	–	–	9	3·19	4	1·41	–	–
8	29·62	–	–	–	–	2	66·66	–	–	–	–	137	48·58	7	2·48	1	·35
26	96·29	1	3·7	–	–	2	66·66	2	66·66	–	–	275	97·51	6	2·12	2	·7
–	–	–	–	–	–	–	–	–	–	–	–	51	18·08	–	–	–	–
3	11·11	–	–	–	–	4	133·33	1	33·33	–	–	30	10·63	2	·7	–	–
1	3·7	–	–	–	–	–	–	–	–	–	–	14	4·96	–	–	–	–
27	100·	1	3·7	–	–	4	133·33	1	33·33	–	–	501	177·65	2	·7	–	–
–	–	–	–	–	–	–	–	–	–	–	–	5	1·77	–	–	–	–
35	129·62	1	3·7	–	–	2	66·66	–	–	–	–	465	164·89	5	1·77	2	·7
168	622·22	9	33·33	3	11·11	20	666·66	4	133·33	–	–	2,135	757·09	44	15·6	11	3·9

Appendix, No. 5.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected for Time; Average Number of Men Sick Daily, in each Ship, and the Number

RATE, &c.	NAMES OF SHIPS.	PERIOD.
Cruiser	Barracouta	Year
	Sirius	Year
Sloop	Acorn	1 July to 31 December
	Beagle	Year
	Racer	1 January to 30 June

Table, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, South East Coast of America Station, with the Ratios per 1,000 of

(Average

DISEASE OR INJURY.			Cases.	Invalided.	Dead.	Days' Sickness. On Board.	Days' Sickness. In Hospital.	Days' Sickness. Total.
Class I.—General Diseases.	Group A. Sub-Groups. 1	Small Pox	-	-	-	-	-	-
		Other Eruptive Fevers	-	-	-	-	-	-
		Enteric Fever	1	-	-	44	38	82
		Other Continued Fevers	62	-	-	385	-	385
		Yellow Fever	2	2	1	1	24	25
		Dysentery	2	-	-	12	-	12
		Influenza	126	-	-	695	-	695
		Other Diseases	-	-	-	-	-	-
		Total	193	2	1	1,137	62	1,199
	2	Malarial Fevers	5	-	-	58	-	58
	3	Septic Diseases	2	-	-	24	-	24
	4 Syphilis	Primary	23	-	-	533	-	533
		Secondary	8	1	-	147	-	147
	4	Gonorrhœa	29	1	-	515	49	564
		Total	60	2	-	1,195	49	1,244
	Group B. Sub-Groups. 1	Parasitic Diseases	-	-	-	-	-	-
	3	Effects of Climate, &c.	1	-	-	10	-	10
	4	Alcoholism	3	-	-	17	-	17
	Group D.	Rheumatism	40	3	-	465	48	513
		Tubercular Diseases	-	-	-	-	-	-
		Other Diseases	-	-	-	-	-	-
Class II.—Local Diseases.	Diseases of the	Nervous System: Nervous Diseases	8	-	-	43	-	43
		Nervous System: Mental Diseases	1	1	-	1	45	46
		Eye	6	-	-	40	-	40
		Other Organs of Special Sense	-	-	-	-	-	-
		Circulatory System	1	1	-	74	-	74
		Respiratory System	68	-	-	346	-	346
		Digestive System	185	3	-	829	-	829
		Lymphatic and Glandular System	14	1	-	367	25	392
		Urinary and Generative Systems	8	1	-	154	56	210
		Organs of Locomotion	13	-	-	331	75	406
		Connective Tissue and Skin	125	-	-	1,450	159	1,609
Class III.		Poisons	-	-	-	-	-	-
Class IV.	Injuries	General	5	1	1	12	-	12
		Local	195	3	-	2,888	241	3,129
		General Total	933	18	2	9,441	760	10,201

Appendix, No. 5.

the Number of Cases, Invalidings and Deaths; the Total Number of Days' Sickness on Board; the Discharged to Hospital, on the South East Coast of America Station.

Average Complements corrected for Time.	Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
160	291	2,354	6·44	40·25	4	8	—
280	355	4,179	11·44	40·85	5	6	1
60	77	694	3·77	30·16	1	2	—
140	144	1,666	4·56	32·57	4	2	1
60	66	548	3·02	24·16	3	—	—

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily, on the Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 700.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—93.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
- -	- -	- -	- -	- -	·47	- -	- -	·02
- -	- -	- -	- -	- -	·5	—	—	—
·22	1·42	- -	- -	·31	4·05	- -	·25	·51
1·05	88·57	- -	- -	1·5	33·13	- -	- -	·52
·06	2·85	2·85	1·42	·08	1·05	- -	·52	·03
·03	2·85	- -	- -	·04	1·52	·25	·25	·12
1·9	180·	- -	- -	2·71	84·45	- -	- -	1·15
- -	- -	- -	- -	- -	·46	- -	- -	·05
3·28	275·71	2·85	1·42	4·68	125·69	·25	1·04	2·46
·15	7·14	- -	- -	·21	9·98	·52	- -	·35
·06	2·85	- -	- -	·08	·52	—	—	—
1·46	32·85	- -	- -	2·08	27·04	- -	- -	1·99
·4	11·42	1·42	- -	·57	14·87	1·98	- -	·91
1·54	41·42	1·42	- -	2·2	43·5	·49	- -	2·46
3·4	85·71	2·85	- -	4·85	85·43	2·48	- -	5·39
- -	- -	- -	- -	- -	3·98	- -	- -	·07
·02	1·42	- -	- -	·02	1·03	- -	- -	·01
·04	4·28	- -	- -	·05	·26	—	—	—
1·4	57·14	4·28	- -	2·	32·64	1·98	- -	1·28
- -	- -	- -	- -	- -	·25	·25	- -	·03
- -	- -	- -	- -	- -	2·72	·23	·26	·09
·11	11·42	- -	- -	·15	11·52	2·05	·49	·19
·12	1·42	1·42	- -	·17	·25	·25	- -	·03
·1	8·57	- -	- -	·14	6·96	·25	- -	·17
- -	- -	- -	- -	- -	2·55	·51	- -	·04
·2	1·42	1·42	- -	·28	5·45	1·74	- -	·19
·94	97·14	- -	- -	1·34	54·08	3·88	·49	1·43
2·27	264·28	4·28	- -	3·24	122·3	2·07	·52	2·18
1·07	20·	1·42	- -	1·52	17·78	·26	- -	1·1
·57	11·42	1·42	- -	·81	10·48	1·04	- -	·53
1·11	18·57	- -	- -	1·58	7·93	·49	- -	·3
4·4	178·57	- -	- -	6·28	161·26	·8	- -	5·13
- -	- -	- -	- -	- -	·78	- -	- -	·03
·03	7·14	1·42	1·42	·04	5·5	- -	3·33	·13
8·57	278·57	4·28	- -	12·24	214·32	1·57	·5	7·71
27·94	1,332·85	25·71	2·85	39·91	885·27	20·75	6·67	29·15

Appendix, No. 5—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and the the Ratio per 1,000

Class of Disease.			Between 15 and 25. (Mean Force, 440.)						Between 25 and 35. (Mean Force, 200.)					
			Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups.	1 Continued Fevers	28	63·63	1	2·27	–	–	37	185·	1	5·	1	5·
		1 Other Diseases	83	188·63	–	–	–	–	36	180·	–	–	–	–
		Total	111	252·27	1	2·27	–	–	73	365·	1	5·	1	5·
		2 Malarial Fevers	3	6·81	–	–	–	–	2	10·	–	–	–	–
		3 Septic Diseases	2	4·54	–	–	–	–	–	–	–	–	–	–
		4 Venereal Diseases	43	97·72	2	4·54	–	–	16	80·	–	–	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	1	2·27	–	–	–	–	2	10·	–	–	–	–
	Group D.	Rheumatism	18	40·9	–	–	–	–	15	75·	3	15·	–	–
Class II.—Local Diseases	Diseases of the	Nervous System and Organs of the Special Senses	8	18·18	–	–	–	–	6	30·	1	5·	–	–
		Circulatory System	1	2·27	1	2·27	–	–	–	–	–	–	–	–
		Respiratory System	33	75·	–	–	–	–	27	135·	–	–	–	–
		Digestive System	89	202·27	1	2·27	–	–	71	355·	1	5·	–	–
		Lymphatic and Glandular System	8	18·18	1	2·27	–	–	5	25·	–	–	–	–
		Urinary and Generative Systems	5	11·36	1	2·27	–	–	2	10·	–	–	–	–
		Organs of Locomotion	3	6·81	–	–	–	–	7	35·	–	–	–	–
		Connective Tissue and Skin	85	193·18	–	–	–	–	36	180·	–	–	–	–
	IV.	Injuries	113	256·81	3	6·81	–	–	71	355·	–	–	1	5·
		General Total	523	1188·63	10	22·72	–	–	333	1665·	6	30·	2	10·

Appendix, No. 5—*continued.*

Number of Invalidings and Deaths on the South East Coast of America Station, between certain Ages, with of Force at those Ages.

Between 35 and 45. (Mean Force, 55.)						Above 45. (Mean Force, 5.)						Totals. (Mean Force, 700.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	65	92·85	2	2·85	1	1·42
9	163·63	–	–	–	–	–	–	–	–	–	–	128	182·85	–	–	–	–
9	163·63	–	–	–	–	–	–	–	–	–	–	193	275·71	2	2·85	1	1·42
–	–	–	–	–	–	–	–	–	–	–	–	5	7·14	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	2	2·85	–	–	–	–
1	18·18	–	–	–	–	–	–	–	–	–	–	60	85·71	2	2·85	–	–
1	18·18	–	–	–	–	–	–	–	–	–	–	4	5·71	–	–	–	–
7	127·27	–	–	–	–	–	–	–	–	–	–	40	57·14	3	4·28	–	–
1	18·18	–	–	–	–	–	–	–	–	–	–	15	21·42	1	1·42	–	–
–	–	–		–	–	–	–	–	–	–	–	1	1·42	1	1·42	–	–
8	145·45	–	–	–	–	–	–	–	–	–	–	68	97·14	–	–	–	–
21	381·81	–	–	–	–	4	800·	1	200·	–	–	185	264·28	3	4·28	–	–
1	18·18	–	–	–	–	–	–	–	–	–	–	14	20·	1	1·42	–	–
1	18·18	–	–	–	–	–	–	–	–	–	–	8	11·42	1	1·42	–	–
3	54·54	–	–	–	–	–	–	–	–	–	–	13	18·57	–	–	–	–
4	72·72	–	–	–	–	–	–	–	–	–	–	125	178·57	–	–	–	–
16	290·9	1	18·18	–	–	–	–	–	–	–	–	200	285·71	4	5·71	1	1·42
73	1327·27	1	18·18	–	–	4	800·	1	200·	–	–	933	1332·85	18	25·71	2	2·85

Appendix, No. 6.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected Sickness on Board; the Average Number of Men Sick Daily, in each

C., Commissioned. P.O., Paid Off.

RATE, &c.	NAMES OF SHIPS.	Period.	Average Complements corrected for Time.
Cruiser	Champion	Year	270
	Garnet	1 January to 30 June	120
	Hyacinth	Year	180
	Royal Arthur	Year	645
	Satellite	1 July to 31 December	85
Sloop	Nymphe D.	Year	125
Gun Boat	Pheasant P.O.	1 January to 26 October	60
	Pheasant C.	27 Oct. to 31 December	15
Store and Depôt Ship	Liffey	Year	60
Royal Marine Artillery at Victoria (B.C.)		Year	60

APPENDIX, No. 6.

for Time; the Number of Cases, Invalidings and Deaths; the Total Number of Days' Ship, and the Number Discharged to Hospital, on the PACIFIC STATION.

D., Returns Defective

Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
306	4,130	11·31	41·33	6	4	—
149	1,469	8·11	33·79	4	1	—
200	1,786	4·89	27·16	15	4	—
680	6,244	17·1	26·51	44	11	3
108	856	4·65	28·18	6	—	—
92	1,354	4·15	29·64	1	2	—
52	224	·94	12·53	18	—	—
15	78	1·18	15·73	3	—	—
38	560	1·53	25·5	3	—	—
38	7	·01	·16	36	—	—

APPENDIX, No. 6—*continued.*

TABLE, No. 2.—SHOWING the Number of CASES of DISEASE and INJURY under the
of Men Sick Daily, on the PACIFIC STATION, with the Ratios per 1,000 of

(Average

DISEASE OR INJURY.				Cases.	Invalided.	Dead.	Days' Sickness.		
							On Board.	In Hospital.	TOTAL.
CLASS I.—GENERAL DISEASES.	Group A. Sub-Groups.	1	Small Pox	1	-	-	3	40	43
			Other Eruptive Fevers	5	-	-	2	148	150
			Enteric Fever	5	1	-	111	107	218
			Other Continued Fevers	88	-	-	577	-	577
			Dysentery	-	-	-	-	-	-
			Influenza	-	-	-	-	-	-
			Other Diseases	1	-	-	28	-	28
			TOTAL	100	1	-	721	295	1,016
		2	Malarial Fevers	25	1	1	332	390	722
		3	Septic Diseases	1	-	-	15	-	15
		4	Syphilis—Primary	65	-	-	1,245	532	1,777
			Syphilis—Secondary	51	3	-	970	608	1,578
			Gonorrhœa	128	1	-	2,007	208	2,215
			TOTAL	244	4	-	4,222	1,348	5,570
	Group B. Sub-Groups.	1	Parasitic Diseases	2	-	-	7	-	7
		3	Effects of Climate, &c.	1	-	-	7	-	7
		4	Alcoholism	1	-	-	1	-	1
	Group D.		Rheumatism	58	6	-	650	465	1,115
			Tubercular Diseases	1	-	1	16	-	16
			Other Diseases	18	1	-	101	147	248

APPENDIX, No. 6—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number Average Strength, for the Year 1894, and the Average Ratios for Seven Years.

Strength, 1,620.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·11	·61	- -	- -	·06	·08	—	-	-
·41	3·08	- -	- -	·25	·41	- -	-	·01
·59	3·08	·61	- -	·36	2·09	·08	·08	·4
1·58	54·32	- -	- -	·97	23·06	·07	-	·71
- -	- -	- -	- -	- -	·18	—	-	-
- -	- -	- -	- -	- -	45·5	·08	-	·75
·07	·61	- -	- -	·04	·54	- -	-	·01
2·78	61·72	·61	- -	1·71	71·9	·25	·08	1·92
1·97	15·43	·61	·61	1·21	8·84	·58	·24	·47
·04	·61	- -	- -	·02	·16	—	-	-
4·86	40·12	- -	- -	3·	35·77	- -	-	2·58
4·32	31·48	1·85	- -	2·66	24·71	2·61	·08	2·69
6·06	79·01	·61	- -	3·74	73·07	·58	-	4·24
15·26	150·61	2·46	- -	9·41	133·56	3·2	·08	9·53
·01	1·23	- -	- -	- -	·59	- -	-	·01
·01	·61	- -	- -	- -	2·04	·17	-	·04
- -	·61	- -	- -	- -	1·23	·08	-	·01
3·05	35·8	3·7	- -	1·88	47·15	1·61	·17	1·86
·04	·61	- -	·61	·02	1·02	·34	·17	·14
·67	11·11	·61	- -	·41	2·92	·24	·07	·14

APPENDIX, No. 6—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, PACIFIC STATION, with the Ratios per 1,000 of Average Strength,

DISEASE OR INJURY.		Cases.	Invalided.	Dead.	Days' Sickness.		
					On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES. Diseases of the	Nervous System: Nervous Diseases	14	2	–	106	372	478
	Nervous System: Mental Diseases	–	–	–	–	–	–
	Eye	12	–	–	97	–	97
	Other Organs of Special Sense	18	–	–	58	170	228
	Circulatory System	5	–	–	46	10	56
	Respiratory System	137	3	–	730	598	1,328
	Digestive System	198	2	–	1,036	328	1,364
	Lymphatic and Glandular System	14	–	–	344	386	730
	Urinary and Generative Systems	29	1	–	248	194	442
	Organs of Locomotion	20	–	–	200	22	222
	Connective Tissue and Skin	347	–	–	3,803	314	4,117
CLASS III. - Poisons		2	–	–	14	9	23
CLASS IV. - Injuries	General	1	–	–	6	–	6
	Local	430	1	1	4,008	1,126	5,134
UNCLASSED - Suicide		–	–	–	–	–	–
GENERAL TOTAL		1,678	22	3	16,768	6,174	22,942

APPENDIX, No. 6—*continued.*

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily, on the for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
1·3	8·64	1·23	- -	·8	14·44	2·92	·18	·75
- -	- -	- -	- -	- -	·77	·35	-	·05
·26	7·4	- -	- -	·16	8·67	·51	-	·33
·62	11·11	- -	- -	·38	4·92	·62	-	·17
·15	3·08	- -	- -	·09	3·47	1·58	·42	·34
3·63	84·56	1·85	- -	2·24	89·77	3·14	1·19	2·39
3·73	122·22	1·23	- -	2·3	132·77	3·33	-	3·1
2·	8·64	- -	- -	1·23	15·77	·16	-	1·71
1·21	17·9	·61	- -	·74	7·71	·85	·08	·54
·6	12·34	- -	- -	·37	4·4	·25	-	·32
11·27	214·19	- -	- -	6·95	208·6	·92	-	6·26
·06	1·23	- -	- -	·03	·76	·07	-	·03
·01	·61	- -	- -	- -	3·35	·44	1·41	·11
14·06	265·43	·61	·61	8·67	244·96	1·85	·54	8·72
- -	- -	- -	- -	- -	·08	- -	·08	—
62·85	1,035·8	13·58	1·85	38·79	1,010·07	23·63	4·78	39·23

Appendix, No. 6—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and the per 1,000 of Force

			Between 15 and 25. (Mean Force, 930.)						Between 25 and 35. (Mean Force, 520.)					
		CLASS OF DISEASE.	Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups. 1	Eruptive Fevers	4	4·3	–	–	–	–	–	–	–	–	–	–
		Continued Fevers	58	62·36	–	–	–	–	26	50·	1	1·92	–	–
		Other Diseases	1	1·07	–	–	–	–	–	–	–	–	–	–
		Total	63	67·74	–	–	–	–	26	50·	1	1·92	–	–
	Group A. Sub-Groups. 2	Malarial Fevers	16	17·2	–	–	–	–	8	15·38	1	1·92	–	–
	Group A. Sub-Groups. 3	Septic Diseases	–	–	–	–	–	–	–	–	–	–	–	–
	Group A. Sub-Groups. 4	Venereal Diseases	177	190·32	2	2·15	–	–	60	115·38	2	3·84	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	3	3·22	–	–	–	–	–	–	–	–	–	–
	Group D.	Rheumatism	18	19·35	1	1·07	–	–	23	44·23	2	3·84	–	–
	Group D.	Tubercular Diseases	1	1·07	–	–	1	1·07	–	–	–	–	–	–
	Group D.	Other Diseases	7	7·52	–	–	–	–	6	11·53	–	–	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	27	29·03	2	2·15	–	–	10	19·23	–	–	–	–
	Diseases of the	Circulatory System	3	3·22	–	–	–	–	2	3·84	–	–	–	–
	Diseases of the	Respiratory System	74	79·56	1	1·07	–	–	46	88·46	1	1·92	–	–
	Diseases of the	Digestive System	127	136·55	2	2·15	–	–	56	107·69	–	–	–	–
	Diseases of the	Lymphatic and Glandular System	7	7·52	–	–	–	–	7	13·46	–	–	–	–
	Diseases of the	Urinary and Generative Systems	20	21·5	1	1·07	–	–	7	13·46	–	–	–	–
	Diseases of the	Organs of Locomotion	10	10·75	–	–	–	–	10	19·23	–	–	–	–
	Diseases of the	Connective Tissue and Skin	236	253·76	–	–	–	–	99	190·38	–	–	–	–
III.		Poisons	–	–	–	–	–	–	2	3·84	–	–	–	–
IV.		Injuries	265	284·94	–	–	1	1·07	144	276·92	1	1·92	–	–
		General Total	1,054	1133·33	9	9·67	2	2·15	506	973·07	8	15·38	–	–

Appendix, No. 6—*continued.*

Number of Invalidings and Deaths, on the Pacific Station, between certain Ages, with the Ratio at those Ages.

Between 35 and 45. (Mean Force, 155.)						Above 45. (Mean Force, 15.)						Totals. (Mean Force, 1,620.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
1	6·45	–	–	–	–	1	66·66	–	–	–	–	6	3·7	–	–	–	–
7	45·16	–	–	–	–	2	133·33	–	–	–	–	93	57·4	1	·61	–	–
–	–	–	–	–	–	–		–	–	–	–	1	·61	–	–	–	–
8	51·61	–	–	–	–	3	200·	–	–	–	–	100	61·72	1	·61	–	–
–	–	–	–	–	–	1	66·66	–	–	1	66·66	25	15·43	1	·61	1	·61
1	6·45	–	–	–	–	–	–	–	–	–	–	1	·61	–	–	–	–
6	38·7	–	–	–	–	1	66·66	–	–	–	–	244	150·61	4	2·46	–	–
–	–	–	–	–	–	1	66·66	–	–	–	–	4	2·46	–	–	–	–
17	109·67	3	19·35	–	–	–	–	–	–	–	–	58	35·8	6	3·7	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	·61	–	–	1	·61
4	25·8	1	6·45	–	–	1	66·66	–	–	–	–	18	11·11	1	·61	–	–
6	38·7	–	–	–	–	1	66·66	–	–	–	–	44	27·16	2	1·23	–	–
–	–	–	–	–	–	–	–	–	–	–	–	5	3·08	–	–	–	–
13	83·87	1	6·45	–	–	4	266·66	–	–	–	–	137	84·56	3	1·85	–	–
14	90·32	–	–	–	–	1	66·66	–	–	–	–	198	122·22	2	1·23	–	–
–	–	–	–	–	–	–	–	–	–	–	–	14	8·64	–	–	–	–
2	12·9	–	–	–	–	–	–	–	–	–	–	29	17·9	1	·61	–	–
–	–	–	–	–	–	–	–	–	–	–	–	20	12·34	–	–	–	–
12	77·41	–	–	–	–	–	–	–	–	–	–	347	214·19	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	2	1·23	–	–	–	–
16	103·22	–	–	–	–	6	400·	–	–	–	–	431	266·04	1	·61	1	·61
99	638·7	5	32·25	–	–	19	1266·66	–	–	1	66·66	1,678	1035·8	22	13·58	3	1·85

Appendix, No. 7.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the Africa Station.

C., Commissioned.

RATE, &c.	NAMES OF SHIPS.	PERIOD.	Average Complements corrected for Time.
Cruiser	Barrosa	1 October to 31 December	45
	Blanche - P.O.	1 January to 27 March	35
	Blanche - C.	28 March to 30 June	45
	Blonde	Year	165
	Philomel - P.O.	1 January to 30 November	220
	Philomel - C.	1 December to 31 December	15
	Phœbe	Year	275
	Racoon - P.O.	1 January to 2 June	80
	Racoon - C.	3 June to 31 December	105
	Raleigh	Year	600
Sloop	Swallow	Year	145
Gun Boat	Magpie	Year	80
	Sparrow	Year	85
	Thrush - P.O.	1 January to 30 November	80
	Thrush - C.	1 December to 31 December	5
	Widgeon	Year	80
Special Service Vessel	Adventure	Year	20
	Alecto	Year	85
	Herald	Year	20
	Mosquito	Year	30
	Pioneer	Year	35
Coast Defence Ship	Penelope	Year	295
	,, Crew on shore at Ascension.	Year	255

Appendix, No. 7.

for Time; the Number of Cases, Invalidings and Deaths; the Total Number of Days' Number Discharged to Hospital, on the Cape of Good Hope and West Coast of

P. O., Paid Off.

Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
119	1,149	12·48	67·45	—	2	—
56	312	3·62	24·13	21	2	—
83	508	5·34	50·51	1	2	—
271	2,046	5·6	33·93	13	2	3
153	1,736	5·19	21·62	13	1	—
18	110	3·54	17·7	5	1	—
565	4,905	13·43	48·83	157	17	6
72	1,051	6·86	37·08	14	4	2
82	897	4·23	22·36	10	3	1
596	6,106	16·72	27·86	99	25	15
227	1,549	4·24	29·24	25	8	2
128	1,003	2·74	34·25	14	3	7
93	893	2·44	28·7	14	3	—
100	1,197	3·58	42·11	16	1	1
12	70	2·25	26·47	1	2	—
147	1,115	3·05	38·12	35	8	1
48	417	1·14	57·	—	3	3
148	1,573	4·3	50·58	1	8	
118	487	1·33	66·5	—	5	1
114	482	1·32	44·	—	2	1
50	441	1·2	34·28	3	5	4
231	1,868	5·11	17·32	61	11	3
256	1,636	4·48	17·56	49	10	2

APPENDIX, No. 7—*continued.*

TABLE, No. 2.—SHOWING the Number of CASES of DISEASE and INJURY under the of Men Sick Daily on the CAPE OF GOOD HOPE and WEST COAST OF AFRICA Average Ratios for Seven Years.

(Average

CLASS I.—GENERAL DISEASES.				DISEASE OR INJURY.	Cases.	Invalided.	Dead.	Days' Sickness.		
								On Board.	In Hospital.	TOTAL.
	Group A.	Sub-Groups.	1	Small Pox	8	-	-	129	4	133
				Other Eruptive Fevers	-	-	-	-	-	-
				Enteric Fever	3	3	-	12	183	195
				Other Continued Fevers	142	-	-	750	122	872
				Dysentery	20	3	3	194	169	363
				Influenza	-	-	-	-	-	-
				Other Diseases	-	-	-	-	-	-
				TOTAL	173	6	3	1,085	478	1,563
			2	Malarial Fevers	729	33	14	4,937	4,944	9,881
			3	Septic Diseases	1	-	-	11	90	101
			4	Syphilis—Primary	92	-	-	1,488	1,232	2,720
				Syphilis—Secondary	59	5	-	724	672	1,396
				Gonorrhœa	172	1	-	2,198	1,759	3,957
				TOTAL	323	6	-	4,410	3,663	8,073
	Group B.	Sub-Groups.	1	Parasitic Diseases	6	-	-	59	52	111
			3	Effects of Climate, &c.	3	1	-	9	18	27
			4	Alcoholism	5	-	-	7	-	7
	Group D.			Rheumatism	156	3	-	1,058	578	1,636
				Tubercular Diseases	1	-	1	21	19	40
				Other Diseases	4	1	1	46	26	72

APPENDIX, No. 7—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number STATION, with the Ratios per 1,000 of Average Strength for the Year 1894, and the

Strength, 2,800.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·36	2·85	- -	- -	·12	·1	—	-	-
- -	- -	- -	- -	- -	3·33	- -	-	·18
·53	1·07	1·07	- -	·18	·43	- -	·12	·06
2·38	50·71	- -	- -	·85	35·25	·1	-	·58
·99	7·14	1·07	1·07	·35	1·44	·32	-	·09
- -	- -	- -	- -	- -	61·41	- -	·14	·88
- -	- -	- -	- -	- -	·56	- -	-	·04
4·28	61·78	2·14	1·07	1·52	102·57	·43	·26	1·88
27·07	260·35	11·78	5·	9·66	208·5	6·73	1·01	5·92
·27	·35	- -	- -	·09	·49	·15	·13	·04
7·45	32·85	- -	- -	2·66	32·18	- -	-	2·41
3·82	21·07	1·78	- -	1·36	19·15	1·71	-	1·76
10·84	61·42	·35	- -	3·87	65·88	1·43	-	3·63
22·11	115·35	2·14	- -	7·89	117·23	3·15	-	7·82
·3	2·14	- -	- -	·1	2·89	- -	-	·04
·07	1·07	·35	- -	·02	7·03	1·01	-	·14
·01	1·78	- -	- -	- -	1·79	·11	·06	·02
4·48	55·71	1·07	- -	1·6	45·91	1·73	-	1·48
·1	·35	- -	·35	·03	·38	·2	·24	·03
·19	1·42	·35	·35	·06	2·61	·5	-	·11

 (*Continued.*)

APPENDIX, No. 7—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, CAPE OF GOOD HOPE and WEST COAST OF AFRICA STATION, with the Ratios per 1,000 of

DISEASE OR INJURY.			Cases.	Invalided.	Dead.	Days' Sickness.		
						On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES.	Diseases of the	Nervous System — Nervous Diseases	47	4	–	214	89	303
		Nervous System — Mental Diseases	6	5	–	55	59	114
		Eye	34	1	–	319	102	421
		Other Organs of Special Sense	17	–	–	141	–	141
		Circulatory System	20	7	1	247	192	439
		Respiratory System	269	10	4	1,443	938	2,381
		Digestive System	453	13	1	2,378	1,419	3,797
		Lymphatic and Glandular System	41	–	–	811	332	1,143
		Urinary and Generative Systems	32	5	1	296	224	520
		Organs of Locomotion	17	–	–	207	105	312
		Connective Tissue and Skin	601	1	–	5,786	741	6,527
CLASS III. — Poisons			3	–	–	20	–	20
CLASS IV. — Injuries		General	24	–	7	222	11	233
		Local	644	11	–	6,734	1,846	8,580
		In Action	78	21	21	1,035	597	1,632*
UNCLASSED — Suicide			–	–	1	–	–	–
GENERAL TOTAL			3,687	128	55	31,551	16,523	48,074

* For continuation of day's sickness, *see* Appendix to Irregular Force, Table No. 2 and Table No. 1 of the Head Quarter Marines.

APPENDIX, No. 7—*continued.*

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily on the Average Strength for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·83	16·78	1·42	- -	·29	17·4	2·62	·2	·53
·31	2·14	1·78	- -	·11	1·13	1·07	-	·1
1·15	12·14	·35	- -	·41	9·33	·82	-	·33
·38	6·07	- -	- -	·13	5·54	1·29	-	·22
1·2	7·14	2·5	·35	·42	4·28	1·76	·24	·29
6·52	96·07	3·57	1·42	2·32	88·69	4·73	1·98	2·39
10·4	161·78	4·64	·35	3·71	135·11	3·71	·26	2·48
3·13	14·64	- -	- -	1·11	14·31	·31	-	1·15
1·42	11·42	1·78	·35	·5	9·17	·59	·13	·47
·85	6·07	- -	- -	·3	9·07	·33	·07	·37
17·88	214·64	·35	- -	6·38	189·86	·6	·05	5·58
·05	1·07	- -	- -	·01	·54	·06	-	·02
·63	8·57	- -	2·5	·22	3·88	·59	·96	·08
23·5	230·	3·92	- -	8·39	212·11	2·25	·19	6·7
4·47	27·85	7·5	7·5	1·59	1·06	·16	·32	·08
- -	- -	- -	·35	- -	·08	- -	·08	-
131·7	1316·78	45·71	19·64	47·03	1191·14	35·06	6·26	38·55

Appendix, No. 7—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and the between certain Ages, with the Ratio

			Between 15 and 25. (Mean Force, 1,540.)						Between 25 and 35. (Mean Force, 990.)					
		CLASS OF DISEASE.	Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups.	1 Eruptive Fevers	5	3·24	–	–	–	–	3	3·03	–	–	–	–
		1 Continued Fevers	85	55·19	3	1·94	–	–	46	46·46	–	–	–	–
		1 Other Diseases	5	3·24	2	1·29	1	·64	9	9·09	1	1·01	2	2·02
		1 Total	95	61·68	5	3·24	1	·64	58	58·58	1	1·01	2	2·02
		2 Malarial Fevers	341	221·42	20	12·98	7	4·54	327	330·3	10	10·1	6	6·06
		3 Septic Diseases	1	·64	–	–	–	–	–	–	–	–	–	–
		4 Venereal Diseases	215	139·61	2	1·29	–	–	92	92·92	2	2·02	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	7	4·54	1	·64	–	–	5	5·05	–	–	–	–
	Group D.	Rheumatism	58	37·66	1	·64	–	–	78	78·78	2	2·02	–	–
		Tubercular Diseases	1	·64	–	–	1	·64	–	–	–	–	–	–
		Other Diseases	1	·64	1	·64	–	–	2	2·02	–	–	1	1·01
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	48	31·16	4	2·59	–	–	43	43·43	4	4·04	–	–
		Circulatory System	7	4·54	4	2·59	–	–	7	7·07	1	1·01	1	1·01
		Respiratory System	136	88·31	7	4·54	3	1·94	110	111·11	3	3·03	1	1·01
		Digestive System	247	160·38	5	3·24	1	·64	165	166·66	6	6·06	–	–
		Lymphatic and Glandular System	31	20·12	–	–	–	–	8	8·08	–	–	–	–
		Urinary and Generative Systems	15	9·74	3	1·94	1	·64	11	11·11	1	1·01	–	–
		Organs of Locomotion	11	7·14	–	–	–	–	3	3·03	–	–	–	–
		Connective Tissue and Skin	390	253·24	1	·64	–	–	200	202·02	–	–	–	–
III.		Poisons	1	·64	–	–	–	–	1	1·01	–	–	–	–
IV.		Injuries	433	281·16	15	9·74	16	10·38	270	272·72	14	14·14	9	9·09
Unclassed		Suicide	–	–	–	–	–	–	–	–	–	–	–	–
		General Total	2,038	1323·37	69	44·8	30	19·48	1,380	1393·93	44	44·44	20	20·2

Appendix, No. 7—*continued.*

Number of Invalidings and Deaths on the Cape of Good Hope and West Coast of Africa Station, per 1,000 of Force at those Ages.

Between 35 and 45. (Mean Force, 250.)						Above 45. (Mean Force, 20.)						Totals. (Mean Force, 2,800.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	8	2·85	–	–	–	–
13	52·	–	–	–	–	1	50·	–	–	–	–	145	51·78	3	1·07	–	–
6	24·	–	–	–	–	–	–	–	–	–	–	20	7·14	3	1·07	3	1·07
19	76·	–	–	–	–	1	50·	–	–	–	–	173	61·78	6	2·14	3	1·07
58	232·	3	12·	1	4·	3	150·	–	–	–	–	729	260·35	33	11·78	14	5·
–	–	–	–	–	–	–	–	–	–	–	–	1	·35	–	–	–	–
16	64·	2	8·	–	–	–	–	–	–	–	–	323	115·35	6	2·14	–	–
1	4·	–	–	–	–	1	50·	–	–	–	–	14	5·	1	·35	–	–
19	76·	–	–	–	–	1	50·	–	–	–	–	156	55·71	3	1·07	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	·35	–	–	1	·35
1	4·	–	–	–	–	–	–	–	–	–	–	4	1·42	1	·35	1	·35
10	40·	1	4·	–	–	3	150·	1	50·	–	–	104	37·14	10	3·57	–	–
6	24·	2	8·	–	–	–	–	–	–	–	–	20	7·14	7	2·5	1	·35
21	84·	–	–	–	–	2	100·	–	–	–	–	269	96·07	10	3·57	4	1·42
38	152·	2	8·	–	–	3	150·	–	–	–	–	453	161·78	13	4·64	1	·35
2	8·	–	–	–	–	–	–	–	–	–	–	41	14·64	–	–	–	–
6	24·	1	4·	–	–	–	–	–	–	–	–	32	11·42	5	1·78	1	·35
3	12·	–	–	–	–	–	–	–	–	–	–	17	6·07	–	–	–	–
10	40·	–	–	–	–	1	50·	–	–	–	–	601	214·64	1	·35	–	–
1	4·	–	–	–	–	–	–	–	–	–	–	3	1·07	–	–	–	–
40	160·	2	8·	3	12·	3	150·	1	50·	–	–	746	266·42	32	11·42	28	10·
–	–	–	–	1	4·	–	–	–	–	–	–	–	–	–	–	1	·35
251	1004·	13	52·	5	20·	18	900·	2	100·	–	–	3,687	1316·78	128	45·71	55	19·64

Appendix, No. 8.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected Sickness on Board; the Average Number of Men Sick Daily, in each Ship,

C., Commissioned. P.O., Paid off.

RATE, &c.	NAMES OF SHIPS.	PERIOD.	Average Complements corrected for Time.
Cruiser	Boadicea	1 January to 30 September	370
	Bonaventure	1 October to 31 December	105
	Brisk	Year	175
	Cossack	Year	180
	Marathon - P.O.	1 January to 20 February	30
	Marathon - C.	21 February to 31 December	215
Gun Boat	Lapwing - P.O.	1 January to 20 February	10
	Lapwing - C	21 February to 31 December	75
	Pigeon	1 January to 30 September	60
	Plassy - D.	Year	70
	Redbreast	1 January to 30 September	65
Coast Defence Ship	Magdala	Year	410
Special Service Vessel	Sphinx	Year	105

Appendix, No. 8.

for Time; the Number of Cases, Invalidings and Deaths; the Total Number of Days' and the Number Discharged to Hospital, on the East Indies Station.

D., Returns Defective.

Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
410	5,301	21·24	42·9	13	6	1
224	1,133	12·31	30·02	60	4	2
300	3,116	8·53	48·74	26	8	1
488	4,529	12·4	68·88	33	13	—
31	266	5·21	23·68	3	—	1
292	3,331	10·6	42·4	9	9	2
12	121	2·37	27·88	4	—	—
161	1,169	3·72	43·76	12	5	—
103	974	3·56	44·5	8	4	—
98	640	2·34	26·	2	—	—
87	660	2·41	28·35	9	5	—
282	3,360	9·2	22·43	43	14	5
167	1,323	3·62	34·47	14	9	1

APPENDIX, No. 8—*continued.*

TABLE, No. 2.—Showing the Number of CASES of DISEASE and INJURY under the of Men Sick Daily on the EAST INDIES STATION, with the Ratios per 1,000 of

(Average

DISEASE OR INJURY.				Cases.	Invalided.	Dead.	Days' Sickness.		
							On Board.	In Hospital.	TOTAL.
CLASS I.—GENERAL DISEASES.	Group A.	Sub-Groups.	1 Small Pox	–	–	–	–	–	–
			Other Eruptive Fevers	11	–	–	38	80	118
			Enteric Fever	9	1	–	125	379	504
			Other Continued Fevers	404	3	–	2,348	238	2,586
			Cholera	–	–	–	–	–	–
			Dysentery	17	3	5	180	258	438
			Influenza	59	1	–	341	156	497
			Other Diseases	–	–	–	–	–	–
			TOTAL	500	8	5	3,032	1,111	4,143
			2 Malarial Fevers	89	11	2	908	448	1,356
			3 Septic Diseases	2	–	–	4	22	26
			4 Syphilis – Primary	162	–	–	3,023	671	3,694
			Syphilis – Secondary	68	9	–	1,189	415	1,604
			Gonorrhœa	148	6	–	2,481	542	3,023
			TOTAL	378	15	–	6,693	1,628	8,321
	Group B.	Sub-Groups.	1 Parasitic Diseases	–	–	–	–	–	–
			3 Effects of Climate, &c.	27	8	–	215	130	345
			4 Alcoholism	4	–	–	16	–	16
	Group D.		Rheumatism	65	1	–	761	176	937
			Tubercular Diseases	1	–	–	14	–	14
			Other Diseases	8	–	–	44	57	101

APPENDIX, No. 8—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 1,870.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
- -	- -	- -	- -	- -	·6	- -	·12	·04
·32	5·88	- -	- -	·17	40·59	·13	-	·82
1·38	4·81	·53	- -	·73	5 82	1·24	1·78	·63
7·08	216·04	1·6	- -	3·78	205·34	4·29	-	3·85
- -	- -	- -	- -	- -	4·48	·1	2·37	·25
1·2	9·09	1·6	2·67	·64	6·98	1·65	·36	·35
1·36	31·55	·53	- -	·72	38·17	- -	-	·5
- -	- -	- -	- -	- -	·2	- -	·06	-
11·35	267·37	4·27	2·67	6·06	302·23	7·43	4·71	6·5
3·71	47·59	5·88	1·06	1·98	83·38	10·45	·79	3·67
·07	1·06	- -	- -	·03	·84	- -	·07	·04
10·12	86·63	- -	- -	5·41	68·42	- -	-	4·86
4·39	36·36	4·81	- -	2·34	22·23	4·47	-	1·51
8·28	79·14	3·2	- -	4·42	66·23	1·27	-	3·33
22·79	202·13	8·02	- -	12·18	156·89	5·75	-	10·32
- -	- -	- -	- -	- -	4·7	- -	-	·08
·94	14·43	4·27	- -	·5	15·64	1·35	-	·36
·04	2·13	- -	- -	·02	1·37	- -	·18	·06
2·56	34·75	·53	- -	1·36	52·91	2·83	·12	1·74
·03	··53	- -	- -	·01	·54	·33	-	·02
·27	4·27	- -	- -	·14	2·05	·31	-	·07

APPENDIX, No. 8—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, EAST INDIES STATION, with the Ratios per 1,000 of Average Strength

DISEASE OR INJURY.		Cases.	Invalided.	Dead.	Days' Sickness.		
					On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES. Diseases of the	Nervous System: Nervous Diseases	42	4	1	344	56	400
	Nervous System: Mental Diseases	5	3	–	53	50	103
	Eye	22	1	–	245	94	339
	Other Organs of Special Sense	13	–	–	57	82	139
	Circulatory System	3	–	1	47	–	47
	Respiratory System	94	10	1	654	184	838
	Digestive System	322	8	1	1,716	427	2,143
	Lymphatic and Glandular System	37	–	–	1,055	228	1,283
	Urinary and Generative Systems	18	–	–	197	26	223
	Organs of Locomotion	17	1	–	156	72	228
	Connective Tissue and Skin	569	–	–	5,649	607	6,256
CLASS III. – Poisons		1	–	–	27	–	27
CLASS IV. – Injuries	General	23	5	2	97	96	193
	Local	415	2	–	4,439	423	4,862
	In Action	–	–	–	–	–	–
UNCLASSED – Suicide		–	–	–	–	–	–
GENERAL TOTAL		2,655	77	13	26,423	5,917	32,340

APPENDIX, No. 8—*continued.*

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily on the for the Year 1894; and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
1·09	22·45	2·13	·53	·58	22·54	1·95	·3	·44
·28	2·67	1·6	- -	·14	1·21	1·01	·06	·07
·92	11·76	·53	- -	·49	9·17	·68	–	·22
·38	6·95	- -	- -	·2	8·11	·3	–	·17
·12	1·6	- -	·53	·06	7·8	3·13	·35	·39
2·29	50·26	5·34	·53	1·22	79·53	5·09	1·06	1·75
5·87	172·19	4·27	·53	3·13	170·91	6·56	·57	2·96
3·51	19·78	- -	- -	1·87	35·83	1·64	–	2·82
·61	9·62	- -	- -	·32	10·95	1·32	–	·44
·62	9·09	·53	- -	·33	10·57	·49	–	·44
17·13	304·27	- -	- -	9·16	358·81	2·22	–	11·3
·07	·53	- -	- -	·03	1·11	·12	·14	·03
·52	12·29	2·67	1·06	·27	12·16	1·05	1·63	·25
13·32	221·92	1·06	- -	7·12	264·72	2·64	·18	8·12
- -	- -	- -	- -	- -	1·12	·31	·25	·06
- -	- -	- -	- -	- -	·18	- -	·18	–
88·6	1419·78	41·17	6·95	47·37	1615·51	57·18	10·71	52·57

APPENDIX, No. 8—*continued.*

TABLE, No. 3.—SHOWING the Number of Cases of Disease and Injury under the various Classes, and the per 1,000 of Force

CLASS OF DISEASE.			Between 15 and 25. (Mean Force, 870.)						Between 25 and 35. (Mean Force, 770.)					
			Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups 1	Eruptive Fevers	9	10·34	–	–	–	–	2	2·59	–	–	–	–
		Continued Fevers	191	219·54	2	2·29	–	–	188	244·15	2	2·59	–	–
		Other Diseases	40	45·97	1	1·14	1	1·14	34	44·15	2	2·59	3	3·89
		TOTAL	240	275·86	3	3·43	1	1·14	224	290·9	4	5·19	3	3·89
	Group A. Sub-Groups 2	Malarial Fevers	37	42·52	5	5·74	2	2·29	45	58·44	6	7·79	–	–
	Group A. Sub-Groups 3	Septic Diseases	1	1·14	–	–	–	–	1	1·29	–	–	–	–
	Group A. Sub-Groups 4	Venereal Diseases	212	243·67	1	1·14	–	–	154	200·	13	16·88	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	8	9·19	2	2·29	–	–	17	22·07	3	3·89	–	–
	Group D.	Rheumatism	22	25·28	–	–	–	–	31	40·25	1	1·29	–	–
		Tubercular Diseases	1	1·14	–	–	–	–	–	–	–	–	–	–
		Other Diseases	5	5·74	–	–	–	–	3	3·89	–	–	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	30	34·48	3	3·44	–	–	46	59·74	5	6·49	1	1·29
		Circulatory System	2	2·29	–	–	–	–	–	–	–	–	–	–
		Respiratory System	33	37·93	4	4·59	–	–	44	57·14	6	7·79	1	1·29
		Digestive System	150	172·41	4	4·59	–	–	140	181·81	–	–	–	–
		Lymphatic and Glandular System	20	22·98	–	–	–	–	16	20·77	–	–	–	–
		Urinary and Generative Systems	9	10·34	–	–	–	–	7	9·09	–	–	–	–
		Organs of Locomotion	10	11·49	–	–	–	–	6	7·79	1	1·29	–	–
		Connective Tissue and Skin	385	442·52	–	–	–	–	165	214·28	–	–	–	–
III.		Poisons	–	–	–	–	–	–	–	–	–	–	–	–
IV.		Injuries	259	297·7	4	4·59	1	1·14	145	188·31	2	2·59	1	1·29
UNCLASSED		Suicide	–	–	–	–	–	–	–	–	–	–	–	–
		GENERAL TOTAL	1,424	1636·78	26	29·88	4	4·59	1,044	1355·84	41	53·24	6	7·79

Appendix, No. 8—*continued.*

Number of Invalidings and Deaths on the East Indies Station, between certain Ages, with the Ratio at those Ages.

Between 35 and 45. (Mean Force, 220.)						Above 45. (Mean Force, 10.)						Totals. (Mean Force, 1,870.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	11	5·88	–	–	–	–
31	140·9	–	–	–	–	3	300·	–	–	–	–	413	220·85	4	2·13	–	–
2	9·09	1	4·54	1	4·51	–	–	–	–	–	–	76	40·64	4	2·13	5	2·67
33	150·	1	4·54	1	4·54	3	300·	–	–	–	–	500	267·37	8	4·27	5	2·67
7	31·81	–	–	–	–	–	–	–	–	–	–	89	47·59	11	5·88	2	1·06
–	–	–	–	–	–	–	–	–	–	–	–	2	1·06	–	–	–	–
12	54·54	1	4·54	–	–	–	–	–	–	–	–	378	202·13	15	8·02	–	–
5	22·72	1	4·54	–	–	1	100·	2	200·	–	–	31	16·57	8	4·27	–	–
11	50·	–	–	–	–	1	100·	–	–	–	–	65	34·75	1	·53	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	·53	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	8	4·27	–	–	–	–
6	27·27	–	–	–	–	–	–	–	–	–	–	82	43·85	8	4·27	1	·53
1	4·54	–	–	1	4·54	–	–	–	–	–	–	3	1·6	–	–	1	·53
16	72·72	–	–	–	–	1	100·	–	–	–	–	94	50·26	10	5·34	1	·53
30	136·36	3	13·63	1	4·54	2	200·	1	100·	–	–	322	172·19	8	4·27	1	·53
1	4·54	–	–	–	–	–	–	–	–	–	–	37	19·78	–	–	–	–
2	9·09	–	–	–	–	–	–	–	–	–	–	18	9·62	–	–	–	–
–	–	–	–	–	–	1	100·	–	–	–	–	17	9·09	1	·53	–	–
14	63·63	–	–	–	–	5	500·	–	–	–	–	569	304·27	–	–	–	–
1	4·54	–	–	–	–	–	–	–	–	–	–	1	·53	–	–	–	–
29	131·81	1	4·54	–	–	5	500·	–	–	–	–	438	234·22	7	3·74	2	1·06
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
168	763·63	7	31·81	3	13·63	19	1900·	3	300·	–	–	2,655	1419·78	77	41·17	13	6·95

Appendix, No. 9.

Table, No. 1.—Showing the Names of the Ships; the Average Complements corrected Days' Sickness on Board; the Average Number of Men Sick Daily, in each

C., Commissioned.

RATE, &c.	NAMES OF SHIPS.	PERIOD.	Average Complements corrected for Time.
Battle Ship	Centurion	1 July to 31 December	335
Cruiser	Archer	Year	175
	Caroline	Year	170
	Impérieuse	1 January to 31 March	140
	Leander	Year	305
	Mercury	Year	290
	Pallas	1 January to 31 March	50
	Porpoise	1 January to 31 March P.O.	45
	Porpoise	1 April to 31 December C.	130
	Severn	Year	330
	Undaunted	1 July to 31 December	225
Coast Defence Ship	Wivern	25 April to 28 April C. and P.O.	10
	Wivern	17 October to 9 November C. and P.O.	
Sloop	Daphne	Year	135
Gun Vessel	Linnet	Year	85
	Swift	1 January to 31 March P.O.	20
	Swift	1 April to 31 December C.	65
Gun Boat	Esk	Year	50
	Firebrand	1 January to 31 March P.O.	15
	Firebrand	1 April to 31 December C.	45
	Peacock	Year	75
	Pigeon	1 October to 31 December	20
	Pigmy	Year	75
	Plover	Year	75
	Rattler	1 January to 31 March P.O.	20
	Rattler	1 April to 31 December C.	65
	Redbreast	1 October to 31 December	20
	Redpole	Year	75
	Tweed	25 April to 28 April C. and P.O.	—
Despatch Vessel	Alacrity	Year	125
Receiving Ship	Victor Emanuel	Year	330

Appendix, No. 9.

for Time; the Number of Cases, Invalidings and Deaths; the Total Number of Ship, and the Number Discharged to Hospital, on the China Station.

P.O., Paid off.

Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
389	4,056	22·04	33·14	11	7	5
130	1,378	3·77	21·54	15	5	—
170	1,365	3·73	21·94	29	4	—
113	1,200	13·33	23·8	14	3	—
394	3,770	10·32	33·83	30	9	1
319	3,038	8·32	28·68	33	6	2
79	690	7·66	38·3	8	—	—
40	589	6·54	36·33	10	—	—
213	1,566	5·69	33·47	34	2	—
340	4,469	12·24	37·09	21	8	2
382	5,239	28·47	63·26	17	5	1
13	29	1·03	7·35	2	—	—
256	2,158	5·91	43·77	36	2	1
138	1,116	3·05	35·88	12	2	1
24	206	2·28	26·82	3	—	—
128	887	3·22	37·88	20	—	2
81	752	2·06	41·2	6	—	2
18	173	1·92	32·	1	—	—
82	1,036	3·76	62·66	15	3	1
86	922	2·52	33·6	11	2	—
37	270	2·93	39·06	5	—	—
72	602	1·64	21·86	18	3	2
79	908	2·48	33·06	11	4	—
16	289	3·21	42·8	2	1	—
156	1,190	4·32	50·82	13	1	—
23	222	2·41	32·13	2	—	—
78	805	2·2	29·33	15	3	—
—	—	—	—	—	—	—
114	970	2·65	21·2	13	4	1
155	1,909	5·23	15·84	18	6	1

APPENDIX, No. 9—*continued.*

TABLE, No. 2.—SHOWING the NUMBER of CASES of DISEASE and INJURY under the of Men Sick Daily on the CHINA STATION, with the Ratios per 1,000 of

(Average

CLASS I.—GENERAL DISEASES.			DISEASE OR INJURY.	Cases.	Invalided.	Dead.	Days' Sickness. On Board.	Days' Sickness. In Hospital.	Days' Sickness. TOTAL.
	Group A. Sub-Groups.	1	Small Pox	7	-	-	9	129	138
			Other Eruptive Fevers	9	-	-	20	94	114
			Enteric Fever	17	2	2	189	924	1,113
			Other Continued Fevers	249	-	1	1,709	594	2,303
			Cholera	-	-	-	-	-	-
			Dysentery	16	3	1	325	330	655
			Influenza	24	-	-	133	-	133
			Other Diseases	-	-	-	-	-	-
			TOTAL	322	5	4	2,385	2,071	4,456
		2	Malarial Fevers	32	1	-	322	410	732
		3	Septic Diseases	4	-	-	22	4	26
		4	Syphilis—Primary	231	-	-	4,665	1,741	6,406
			Syphilis—Secondary	133	11	-	2,032	2,972	5,004
			Gonorrhœa	363	1	-	5,457	2,050	7,507
			TOTAL	727	12	-	12,154	6,763	18,917
		5	Hydrophobia	-	-	-	-	-	-
	Group B. Sub-Groups.	1	Parasitic Diseases	4	-	-	18	-	18
		3	Effects of Climate, &c.	7	3	-	53	63	116
		4	Alcoholism	3	-	-	8	-	8
	Group D.		Rheumatism	172	5	-	1,852	372	2,224
			Tubercular Diseases	5	3	2	26	153	179
			Other Diseases	22	1	-	282	93	375

APPENDIX, No. 9—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 3,500.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·37	2·	- -	- -	·1	·94	- -	·11	·11
·31	2·57	- -	- -	·08	1·14	- -	·04	·02
3·04	4·85	·57	·57	·86	3·38	·11	·61	·42
6·3	71·14	- -	·28	1·8	72·74	·14	·03	1·71
- -	- -	- -	- -	- -	·59	- -	·37	·01
1·79	4·57	·85	·28	·51	5·15	·29	·3	·43
·36	6·85	- -	- -	·1	42·52	- -	–	·64
- -	- -	- -	- -	- -	·29	- -	–	·01
12·2	92·	1·42	1·14	3·48	126·81	·56	1·49	3·42
2·	9·14	·28	- -	·57	28·83	1·02	·2	1·38
·07	1·14	- -	- -	·02	·5	·03	·03	·02
17·55	66·	- -	- -	5·01	75·19	- -	–	5·44
13·7	38·	3·14	- -	3·91	38·83	2·49	·11	3·6
20·56	103·71	·28	- -	5·87	126·34	·73	–	7·67
51·82	207·71	3·42	- -	14·8	240·38	3·23	·11	16·74
- -	- -	- -	- -	- -	·03	- -	·03	–
·04	1·14	- -	- -	·01	3·62	- -	–	·05
·31	2·	·85	- -	·08	7·3	·42	–	·27
·02	·85	- -	- -	- -	1·71	- -	–	·02
6·09	49·14	1·42	- -	1·74	49·06	1·24	·03	2·13
·49	1·42	·85	·57	·14	·87	·41	·33	·22
1·02	6·28	·28	- -	·29	4·17	·22	·07	·23

 (*Continued.*)

APPENDIX, No. 9—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, CHINA STATION, with the Ratios per 1,000 of Average Strength

DISEASE OR INJURY.		Cases.	Invalided.	Dead	Days' Sickness.		
					On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES. Diseases of the	Nervous System: Nervous Diseases	65	6	2	446	278	724
	Nervous System: Mental Diseases	5	2	1	31	299	330
	Eye	26	3	–	194	167	361
	Other Organs of Special Sense	15	1	–	111	192	303
	Circulatory System	20	3	2	166	257	423
	Respiratory System	276	10	4	1,526	2,070	3,596
	Digestive System	658	10	3	3,531	1,998	5,529
	Lymphatic and Glandular System	106	1	–	2,092	2,285	4,377
	Urinary and Generative Systems	39	2	2	375	456	831
	Organs of Locomotion	40	3	–	493	326	819
	Connective Tissue and Skin	858	3	–	7,940	1,090	9,030
CLASS III. - Poisons		1	–	–	4	–	4
CLASS IV. - Injuries	General	19	–	2	68	30	98
	Local	699	6	–	7,705	1,546	9,251
UNCLASSED - Suicide		–	–	–	–	–	–
GENERAL TOTAL		4,125	80	22	41,804	20,923	62,727

APPENDIX, No. 9—*continued.*

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily on the for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
1·98	18·57	1·71	·57	·56	12·23	1·71	·19	·58
·9	1·42	·57	·28	·25	1·48	1·18	–	·34
·98	7·42	·85	- -	·28	10·46	·89	–	·49
·83	4·28	·28	- -	·23	6·24	·34	·07	·14
1·15	5·71	·85	·57	·32	7·33	2·86	·39	·72
9·85	78·85	2·85	1·14	2·81	86·35	4·36	·43	2·98
15·14	188·	2·85	·85	4·32	191·64	3·65	·53	4·23
11·99	30·28	·28	- -	3·42	24·56	·08	·04	2·25
2·27	11·14	·57	·57	·64	14·95	·9	·08	·73
2·24	11·42	·85	- -	·64	8·66	·49	·07	·53
24·73	245·14	·85	- -	7·06	232·4	·6	–	6·84
·01	·28	- -	- -	- -	2·26	- -	·03	·05
·26	5·42	- -	·57	·07	4·9	·3	1·28	·1
25·34	199·71	1·71	- -	7·24	230·02	1·45	·36	7·42
- -	- -	- -	- -	- -	·11	- -	·11	–
171·85	1,178·57	22·85	6·28	49·1	1,297·09	26·06	6·	52·12

Appendix, No. 9—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and per 1,000 of Force

			Between 15 and 25. (Mean Force, 1,850.)						Between 25 and 35. (Mean Force, 1,300.)					
		CLASS OF DISEASE.	Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Group. 1	Eruptive Fevers	6	3·24	–	–	–	–	10	7·69	–	–	–	–
		Continued Fevers	137	74·05	–	–	1	·54	103	79·23	2	1·53	2	1·53
		Other Diseases	20	10·81	1	·54	–	–	17	13·07	2	1·53	1	·76
		Total	163	88·1	1	·54	1	·51	130	100·	4	3·07	3	2·3
	2	Malarial Fevers	17	9·18	1	·54	–	–	11	8·46	–	–	–	–
	3	Septic Diseases	2	1·08	–	–	–	–	1	·76	–	–	–	–
	4	Venereal Diseases	506	273·51	6	3·24	–	–	191	146·92	5	3·84	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	4	2·16	1	·51	–	–	9	6·92	2	1·53	–	–
	Group D.	Rheumatism	74	40·	1	·54	–	–	74	56·92	2	1·53	–	–
		Tubercular Diseases	4	2·16	3	1·62	1	·54	1	·76	–	–	1	·76
		Other Diseases	5	2·7	–	–	–	–	7	5·38	1	·76	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	61	32·97	8	4·32	2	1·08	31	23·84	3	2·3	–	–
		Circulatory System	9	4·86	1	·54	1	·54	7	5·38	1	·76	1	·76
		Respiratory System	141	76·21	7	3·78	2	1·08	112	86·15	3	2·3	2	1·53
		Digestive System	369	199·45	3	1·62	1	·54	256	196·92	5	3·84	2	1·53
		Lymphatic and Glandular System	61	32·97	–	–	–	–	37	28·46	1	·76	–	–
		Urinary and Generative Systems	29	15·67	1	·54	–	–	8	6·15	–	–	1	·76
		Organs of Locomotion	28	15·13	3	1·62	–	–	11	8·46	–	–	–	–
		Connective Tissue and Skin	545	294·59	2	1·08	–	–	275	211·53	1	·76	–	–
III.		Poisons	–	–	–	–	–	–	1	·76	–	–	–	–
IV.		Injuries	399	215·67	3	1·62	1	·54	272	209·23	3	2·3	1	·76
		General Total	2,417	1306·48	41	22·16	9	4·86	1,434	1103·07	31	23·84	11	8·46

Appendix, No. 9—*continued.*

the Number of Invalidings and Deaths on the China Station, between certain Ages, with the Ratio at those Ages.

Between 35 and 45. (Mean Force, 330.)						Above 45. (Mean Force, 20.)						Totals. (Mean Force, 3,500.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	16	4·57	–	–	–	–
22	66·66	–	–	–	–	4	200·	–	–	–	–	266	76·	2	·57	3	·85
3	9·09	–	–	–	–	–	–	–	–	–	–	40	11·42	3	·85	1	·28
25	75·75	–	–	–	–	4	200·	–	–	–	–	322	92·	5	1·42	4	1·14
4	12·12	–	–	–	–	–	–	–	–	–	–	32	9·14	1	·28	–	–
–	–	–	–	–	–	1	50·	–	–	–	–	4	1·14	–	–	–	–
29	87·87	1	3·03	–	–	1	50·	–	–	–	–	727	207·71	12	3·42	–	–
1	3·03	–	–	–	–	–	–	–	–	–	–	14	4·	3	·85	–	–
22	66·66	2	6·06	–	–	2	100·	–	–	–	–	172	49·14	5	1·42	–	–
–	–	–	–	–	–	–	–	–	–	–	–	5	1·42	3	·85	2	·57
5	15·15	–	–	–	–	5	250·	–	–	–	–	22	6·28	1	·28	–	–
18	54·54	1	3·03	1	3·03	1	50·	–	–	–	–	111	31·71	12	3·42	3	·85
2	6·06	–	–	–	–	2	100·	1	50·	–	–	20	5·71	3	·85	2	·57
18	54·54	–	–	–	–	5	250·	–	–	–	–	276	78·85	10	2·85	4	1·14
28	84·84	2	6·06	–	–	5	250·	–	–	–	–	658	188·	10	2·85	3	·85
8	24·24	–	–	–	–	–	–	–	–	–	–	106	30·28	1	·28	–	–
1	3·03	–	–	–	–	1	50·	1	50·	1	50·	39	11·14	2	·57	2	·57
1	3·03	–	–	–	–	–	–	–	–	–	–	40	11·42	3	·85	–	–
33	100·	–	–	–	–	5	250·	–	–	–	–	858	245·14	3	·85	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	·28	–	–	–	–
46	139·39	–	–	–	–	1	50·	–	–	–	–	718	205·14	6	1·71	2	·57
241	730·3	6	18·18	1	3·03	33	1650·	2	100·	1	50·	4,125	1178·57	80	22·85	22	6·28

Appendix, No. 10.

Table, No. 1.—Showing the Names of the Ships; the Average Complements Number of Days' Sickness on Board; the Average Number of Men Sick Daily, in C., Commissioned.

RATE, &c.	NAMES OF SHIPS.	PERIOD.	Average Complements Corrected for Time.
Cruiser	Curaçoa	Year	270
	Katoomba - P.O.	1 January to 30 April	75
	Katoomba - C.	1 May to 31 December	145
	Mildura	Year	320
	Orlando - P.O.	Year	500
	Rapid - P.O.	1 January to 29 October	140
	Rapid - C.	30 October to 31 December	30
	Ringarooma - P.O.	1 January to 8 May	80
	Ringarooma - C.	9 May to 31 December	145
	Royalist	Year	180
	Tauranga - P.O.	1 January to 8 May	80
	Wallaroo - C.	9 May to 31 December	145
Gun Boat	Boomerang - P.O.	1 January to 8 May	30
	Goldfinch	Year	80
	Karrakatta - C.	22 April to 31 December	65
	Lizard - P.O.	Year	85
	Ringdove - P.O.	1 January to 24 February	10
	Ringdove - C.	25 February to 31 December	70
Surveying Vessel	Dart	Year	65
	Paluma	Year	55
	Penguin	Year	130

Appendix, No. 10.

corrected for Time; the Number of Cases, Invalidings and Deaths; the Total each Ship, and the Number Discharged to Hospital, on the Australian Station.

P.O., Paid off.

Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
401	3,803	10·41	38·55	6	4	2
16	223	1·85	8·22	2	—	—
84	953	3·88	17·63	5	3	1
178	2,125	5·82	18·18	17	6	4
432	4,000	10·95	21·9	13	4	3
223	1,880	6·22	36·58	15	2	1
24	139	2·2	12·22	5	1	—
92	907	7·08	32·18	6	—	1
107	887	3·74	16·62	16	3	5
211	2,644	7·24	40·22	9	2	1
76	648	5·06	22·48	2	1	—
87	1,119	4·72	21·45	4	5	—
32	278	2·17	25·52	2	1	—
81	539	1·47	18·37	1	2	—
49	274	1·07	11·08	12	1	1
119	1,006	2·75	32·35	5	—	2
14	176	3·2	42·66	—	—	1
134	1,155	3·72	46·5	18	1	1
64	624	1·7	26·15	5	1	—
67	658	1·8	32·72	10	—	—
215	2,866	7·85	60·38	18	4	2

APPENDIX, No. 10—*continued.*

TABLE, No 2.—SHOWING the Number of CASES of DISEASE and INJURY under the Men Sick Daily on the AUSTRALIAN STATION, with the Ratios per 1,000 of

(Average

DISEASE OR INJURY.					Cases.	Invalided.	Dead.	Days' Sickness.		
								On Board.	In Hospital.	TOTAL.
CLASS I.—GENERAL DISEASES.	Group A.	Sub-Groups.	1	Eruptive Fevers	2	-	-	39	-	39
				Enteric Fever	5	-	1	37	241	278
				Other Continued Fevers	66	-	-	446	57	503
				Dysentery	1	-	-	9	-	9
				Influenza	63	-	-	299	32	331
				Other Diseases	-	-	-	-	-	-
				TOTAL	137	-	1	830	330	1,160
			2	Malarial Fevers	16	-	-	140	61	201
			3	Septic Diseases	-	-	-	-	-	-
			4	Syphilis—Primary	96	-	-	1,607	312	1,919
				Syphilis—Secondary	76	1	-	1,311	453	1,764
				Gonorrhœa	265	-	1	3,805	658	4,463
				TOTAL	437	1	1	6,723	1,423	8,146
	Group B.	Sub-Groups.	1	Parasitic Diseases	5	-	-	15	7	22
			3	Effects of Climate, &c.	3	-	-	7	-	7
			4	Alcoholism	4	-	-	105	-	105
	Group D.			Rheumatism	102	4	-	981	921	1,902
				Tubercular Diseases	6	2	2	207	36	243
				Other Diseases	18	1	1	160	107	267

APPENDIX, No. 10—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number of Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 2,700.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
·1	·74	- -	- -	·03	1·19	- -	–	·05
·76	1·85	- -	·37	·28	4·89	·24	·74	·72
1·37	24·44	- -	- -	·5	31·02	·07	–	·02
·02	·37	- -	- -	- -	2·46	- -	·14	·15
·9	23·33	- -	- -	·33	60·69	- -	–	·82
- -	- -	- -	- -	- -	·79	- -	-	·01
3·17	50·74	- -	·37	1·17	101·08	·31	·89	2·42
·55	5·92	- -	- -	·2	42·24	·45	·23	1·41
- -	- -	- -	- -	- -	·56	- -	·06	·04
5·25	35·55	- -	- -	1·94	32·73	- -	–	2·07
4·83	28·14	·37	- -	1·78	33·36	1·99	·07	2·06
12·22	98·14	- -	·37	4·52	73·41	·72	·14	4·16
22·31	161·85	·37	·37	8·26	139·52	2·72	·21	8·32
·06	1·85	- -	- -	·02	2·18	- -	–	·04
·01	1·11	- -	- -	- -	3·2	·31	–	·11
·28	1·48	- -	- -	·1	1·65	- -	·07	·01
5·21	37·77	1·48	- -	1·92	51·85	1·3	·16	1·95
·66	2·22	·74	·74	·24	1·4	·49	·32	·14
·73	6·66	·37	·37	·27	3·65	·18	·05	·12

APPENDIX, No. 10—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, AUSTRALIAN STATION, with the Ratios per 1,000 of Average Strength

DISEASE OR INJURY.		Cases.	Invalided.	Dead.	Days' Sickness.		
					On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES. Diseases of the	Nervous System — Nervous Diseases	46	8	2	321	314	635
	Nervous System — Mental Diseases	7	4	–	76	145	221
	Eye	22	2	–	174	–	174
	Other Organs of Special Sense	16	1	–	120	27	147
	Circulatory System	15	1	2	105	177	282
	Respiratory System	199	6	2	1,460	1,035	2,495
	Digestive System	339	1	–	1,701	556	2,257
	Lymphatic and Glandular System	32	–	–	528	75	603
	Urinary and Generative Systems	37	–	–	318	329	647
	Organs of Locomotion	24	3	–	315	245	560
	Connective Tissue and Skin	576	1	–	6,091	720	6,811
CLASS III. — Poisons		2	–	–	13	–	13
CLASS IV. — Injuries	General	16	–	12	10	–	10
	Local	647	6	2	6,504	1,207	7,711
UNCLASSED — Suicide		–	–	–	–	–	–
GENERAL TOTAL		2,706	41	25	26,904	7,715	34,619

APPENDIX, No. 10—*continued.*

the Number of Invalidings and Deaths; and the Average Number of Men Sick Daily on the for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
1·73	17·03	2·96	·74	·64	14·97	1·49	·22	·34
·6	2·59	1·48	- -	·22	1·34	·84	- -	·18
·47	8·14	·74	- -	·17	11·93	·68	- -	·41
·4	5·92	·37	- -	·14	6·35	·52	- -	·16
·77	5·55	·37	·74	·28	5·94	1·88	·19	·27
6·83	73·7	2·22	·74	2·52	84·95	2·22	·51	2·27
6·18	125·55	·37	- -	2·28	149·86	3·14	·19	2·71
1·65	11·85	- -	- -	·61	10·5	·14	·07	·64
1·77	13·7	- -	- -	·65	9·97	·65	·12	·53
1·53	8·88	1·11	- -	·56	9·85	·37	·07	·5
18·66	213·33	·37	- -	6·91	236·87	·27	- -	7·24
·03	·74	- -	- -	·01	3·49	·13	- -	·11
·02	5·92	- -	4·44	- -	7·19	·25	1·82	·24
21·12	239·62	2·22	·74	7·82	282·27	2·19	·57	9·17
- -	- -	- -	- -	- -	·07	- -	·07	-
94·84	1002·22	15·18	9·25	35·12	1183·08	20·67	5·94	39·59

Appendix, No. 10—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and Ratio per 1,000 of

Class of Disease.			Between 15 and 25. (Mean Force, 1,340.)						Between 25 and 35. (Mean Force, 1,040.)					
			Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups.	1 Eruptive Fevers	2	1·49	–	–	–	–	–	–	–	–	–	–
		1 Continued Fevers	39	29·1	–	–	–	–	22	21·15	–	–	–	–
		1 Other Diseases	30	22·38	–	–	–	–	29	27·88	–	–	–	–
		1 Total	71	52·98	–	–	–	–	51	49·03	–	–	–	–
		2 Malarial Fevers	1	·74	–	–	–	–	13	12·5	–	–	–	–
		4 Venereal Diseases	281	209·7	–	–	–	–	136	130·76	1	·96	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	8	5·97	–	–	–	–	1	·96	–	–	–	–
	Group D.	Rheumatism	34	25·37	1	·74	–	–	52	50·	2	1·92	–	–
		Tubercular Diseases	3	2·23	2	1·49	1	·74	3	2·88	–	–	1	·96
		Other Diseases	4	2·98	1	·74	–	–	5	4·8	–	–	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	39	29·1	5	3·73	–	–	35	33·65	5	4·8	1	·96
		Circulatory System	5	3·73	1	·74	–	–	9	8·65	–	–	2	1·92
		Respiratory System	88	65·67	4	2·98	2	1·49	70	67·3	–	–	–	–
		Digestive System	163	121·64	–	–	–	–	139	133·65	1	·96	–	–
		Lymphatic and Glandular System	15	11·19	–	–	–	–	15	14·42	–	–	–	–
		Urinary and Generative Systems	24	17·91	–	–	–	–	10	9·61	–	–	–	–
		Organs of Locomotion	12	8·95	3	2·23	–	–	2	11·53	–	–	–	–
		Connective Tissue and Skin	358	267·16	1	·74	–	–	174	167·3	–	–	–	–
III.		Poisons	–	–	–	–	–	–	2	1·92	–	–	–	–
IV.		Injuries	347	258·95	5	3·73	5	3·73	257	247·11	1	·96	9	8·65
		General Total	1,453	1084·32	23	17·16	8	5·97	984	946·15	10	9·61	13	12·5

Appendix, No. 10—*continued.*

the Number of Invalidings and Deaths on the Australian Station, between certain Ages, with the Force at those Ages.

Between 35 and 45. (Mean Force, 300.)						Above 45. (Mean Force, 20.)						Totals. (Mean Force, 2,700.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	2	·74	–	–	–	–
9	30·	–	–	1	3·33	1	50·	–	–	–	–	71	26·29	–	–	1	·37
4	13·33	–	–	–	–	1	50·	–	–	–	–	64	23·7	–	–	–	–
13	43·33	–	–	1	3·33	2	100·	–	–	–	–	137	50·74	–	–	1	·37
2	6·66	–	–	–	–	–	–	–	–	–	–	16	5·92	–	–	–	–
17	56·66	–	–	1	3·33	3	150·	–	–	–	–	437	161·85	1	·37	1	·37
2	6·66	–	–	–	–	1	50·	–	–	–	–	12	4·44	–	–	–	–
14	46·66	1	3·33	–	–	2	100·	–	–	–	–	102	37·77	4	1·48	–	–
–	–	–	–	–	–	–	–	–	–	–	–	6	2·22	2	·74	2	·74
6	20·	–	–	–	–	3	150·	–	–	1	50·	18	6·66	1	·37	1	·37
16	53·33	5	16·66	–	–	1	50·	–	–	1	50·	91	33·7	15	5·55	2	·74
1	3·33	–	–	–	–	–	–	–	–	–	–	15	5·55	1	·37	2	·74
35	116·66	1	3·33	–	–	6	300·	1	50·	–	–	199	73·7	6	2·22	2	·74
34	113·33	–	–	–	–	3	150·	–	–	–	–	339	125·55	1	·37	–	–
2	6·66	–	–	–	–	–	–	–	–	–	–	32	11·85	–	–	–	–
3	10·	–	–	–	–	–	–	–	–	–	–	37	13·7	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	24	8·88	3	1·11	–	–
44	146·66	–	–	–	–	–	–	–	–	–	–	576	213·33	1	·37	–	–
–	–	–	–	–	–	–	–	–	–	–	–	2	·74	–	–	–	–
55	183·33	–	–	–	–	4		–	–	–	–	663	245·55	6	2·22	14	5·18
244	813·33	7	23·33	2	6·66	25	1250·	1	50·	2	100·	2,706	1002·22	41	15·18	25	9·25

APPENDIX, No. 11.

TABLE, No. 1.—Showing the Names of the Ships; the Average Complements corrected for Time; the Number of Cases, Invaliding and Deaths; the Total Number of Days' Sickness on Board; the Average Number of Men Sick Daily, in each Ship, and the Number Discharged to Hospital, in the IRREGULAR FORCE.

C., Commissioned. P. O., Paid off.

RATE, &c.	NAMES OF SHIPS.	PERIOD.	Average Complements corrected for Time.	Number of Cases of Disease and Injury.	Number of Days' Sickness on Board.	Average Number of Men Sick Daily.	Ratio per 1,000 of Average Force Sick Daily.	Number Discharged to Hospital.	Number Invalided.	Number Dead.
Battle Ship	Centurion C.	14 February to 30 June	255	345	2,667	19·46	28·61	34	6	—
	Dreadnought P.O.	1 July to 5 September	75	24	181	2·7	6·58	4	2	—
	Edinburgh P.O.	1 January to 23 January	30	68	540	23·47	53·31	4	—	—
	Rodney C.	30 May to 30 June	45	37	255	7·96	15·3	5	—	—
Cruiser	Achilles C.	25 September to 31 December	195	286	1,452	14·81	20·42	62	5	1
	Active	Year	350	213	2,067	5·66	16·17	10	4	5
	Æolus C. and P.O.	16 January to 2 March	35	32	226	4·91	17·53	3	—	—
	Æolus	1 October to 31 December	70	87	762	8·28	30·66	5	—	—
	Barrosa C.	29 August to 30 September	10	27	74	2·24	16·59	10	2	—
	Blanche P.O.	1 July to 28 August	25	33	210	3·55	22·18	7	—	—
	Boadicea P.O.	1 October to 16 November	55	66	822	17·48	42·63	5	1	—
	Bonaventure C.	5 July to 30 September	75	139	626	7·11	22·21	8	—	—
	Calypso	Year	295	323	3,371	9·23	31·28	32	5	—
	Crescent C.	22 February to 31 December	485	475	5,327	17·24	30·51	46	2	5
	Edgar	1 October to 31 December	130	131	1,039	11·29	21·71	3	3	—
	Garnet P.O.	1 July to 1 September	40	30	328	5·2	21·66	1	—	—
	Gibraltar C.	1 November to 31 December	100	159	1,108	18·16	31·04	2	—	—
	Grafton C.	18 October to 31 December	80	106	807	10·76	27·58	5	1	1
	Imperieuse P.O.	1 April to 14 June	110	93	858	11·44	21·18	2	3	—
	Melpomene P.O.	1 January to 14 February	25	43	449	9·97	47·47	4	4	—
	Pallas P.O.	1 April to 6 September	85	126	1,761	11·07	56·76	12	9	—
	Pylades C.	16 October to 31 December	40	48	243	3·15	17·02	2	—	—
	Ruby	Year	250	309	2,240	6·13	24·52	8	1	1

	St. George - - - - - - - C	25 October to 31 December -	115	115	701	10·3	17·02	23	1	—
	Satellite - - - - - - - C.	9 January to 30 June - -	80	114	995	5·75	33·82	3	2	—
	Spartan - - - - - - - - -	1 October to 31 December -	70	62	838	9·1	32·5	5	—	—
	Undaunted - - - - - - - C.	17 April to 30 June - -	100	167	1,735	23·13	47·2	12	4	1
	Volage - - - - - - - - -	Year - - - - - -	345	353	1,954	5·35	15 5	50	8	—
Sloop - - - - - -	Acorn - - - - - - - - C.	10 May to 30 June - -	20	21	121	2 32	18·56	3	—	—
	Racer - - - - - - - P.O.	1 July to 29 September -	30	31	128	1·4	11·66	2	—	1
Gun Boat - - - - -	Bramble - - - - - - - - -	1 October to 31 December -	20	56	272	2·95	36·87	9	3	—
	Bullfrog - - - - - C. and P. O.	25 September to 29 October -	5	9	32	·91	14·	4	—	—
	Firefly - - - - - C. and P. O.	25 September to 29 October -	5	12	74	2·11	25·16	4	—	—
	Hebe - - - - - - - - C.	9 October to 31 December -	20	27	51	1·79	18·84	3	—	1
	Skipjack - - - - - - - C.	16 January to 31 March -	20	10	69	·92	10·22	5	2	—
Troop Ship - - - -	Himalaya - - - - - - P.O.	1 January to 28 September -	135	125	1,002	3·69	20·5	31	3	—
	Tamar - - - - - - - - -	Year - - - - -	220	209	1,739	4·76	21·63	49	1	4
	Tyne - - - - - - - - -	Year - - - - -	135	108	796	2·18	16·14	14	4	—
Indian Troop Ship - -	Crocodile - - - - - - P.O.	1 January to 27 January -	15	13	9	·33	1·6	12	1	—
	Euphrates - - - - - - P.O.	1 January to 29 May - -	85	108	1,151	7·72	36·76	11	4	2
	Malabar - - - - - - - - -	Year - - - - -	205	230	1,925	5·27	25·7	53	5	1
	Serapis - - - - - - - P.O.	1 January to 29 May - -	105	100	554	3·71	14·26	17	1	—
Surveying Vessel - - -	Egeria - - - - - - - P.O.	1 January to 14 July . -	60	85	846	4·33	37·65	10	4	—
	Rambler - - - - - - - C.	6 November to 31 December	15	16	132	2·35	21·36	1	—	—
	Waterwitch - - - - - - - -	1 July to 31 December -	40	29	382	2·07	27·6	5	—	—
Store Ship - - - -	Wye - - - - - - - - - -	Year - - - - -	95	136	1,158	3·17	33·36	17	3	1
Relief and Relieved Crews on Passage - - - - - - - - -		- - - - -	500	412	4,342	—	—	53	2	—

APPENDIX, No. 11—*continued.*

TABLE, No. 2.—SHOWING the Number of CASES of DISEASE and INJURY under the of Men Sick Daily in the IRREGULAR FORCE, with the Ratios per 1,000

(Average

CLASS I.—GENERAL DISEASES.				DISEASE OR INJURY.	Cases.	Invalided.	Dead.	Days' Sickness.		
								On Board.	In Hospital.	TOTAL.
	Group A.	Sub-Groups.								
			1	Small Pox	–	–	–	–	–	–
				Other Eruptive Fevers	1	–	–	2	136	138
				Enteric Fever	13	1	4	306	735	1,041
				Other Continued Fevers	256	1	–	1,540	153	1,693
				Yellow Fever	–	–	–	–	–	–
				Cholera	–	–	–	–	–	–
				Dysentery	3	–	–	41	117	158
				Influenza	8	–	–	39	–	39
				Other Diseases	1	–	–	3	–	3
				TOTAL	282	2	4	1,931	1,141	3,072
			2	Malarial Fevers	90	1	–	1,140	3,019	4,159
			3	Septic Diseases	3	–	–	42	–	42
			4	Syphilis—Primary	358	–	–	4,226	2,521	6,747
				Syphilis—Secondary	161	8	–	2,113	3,380	5,493
				Gonorrhœa	454	4	–	4,471	1,742	6,213
				TOTAL	973	12	–	10,810	7,643	18,453
	Group B.	Sub-Groups.	1	Parasitic Diseases	4	–	–	19	–	19
			3	Effects of Climate, &c.	27	–	–	130	56	186
			4	Alcoholism	6	–	–	19	43	62
	Group D.			Rheumatism	253	3	2	2,231	1,358	3,589
				Tubercular Diseases	2	–	–	4	71	75
				Other Diseases	18	–	–	183	271	454

APPENDIX, No. 11—*continued.*

various Classes, the Number of Invalidings and Deaths; and the Average Number of Average Strength for the Year 1894, and the Average Ratios for Seven Years.

Strength, 5,300.)

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
- -	- -	- -	- -	- -	·17	- -	·02	·01
·37	·18	- -	- -	·06	2·25	·02	·02	·13
2·85	2·45	·18	·75	·53	2·74	·15	·56	·46
4·63	48·3	·18	- -	·87	41·6	·02	·02	·83
- -	- -	- -	- -	- -	·08	·02	·05	-
- -	- -	- -	- -	- -	·05	- -	·05	-
·43	·56	- -	- -	·08	·93	·1	·08	·1
·1	1·5	- -	- -	·01	30·35	- -	·02	·56
- -	·18	- -	- -	- -	·81	- -	·02	·02
8·41	53·2	·37	·75	1·58	79·02	·34	·91	2·17
11·39	16·98	·18	- -	2·14	15·39	·68	·21	2·3
·11	·56	- -	- -	·02	·45	- -	-	·03
18·48	67·54	- -	- -	3·48	65·16	- -	-	5·26
15·04	30·37	1·5	- -	2·83	28·27	1·54	·02	3·12
17·02	85·66	·75	- -	3·21	78·35	·59	·05	4·6
50·55	183·58	2·26	- -	9·53	171·79	2·13	·08	13·
·05	·75	- -	- -	- -	1·	—	-	-
·5	5·09	- -	- -	·09	10·09	·02	-	·15
·16	1·13	- -	- -	·03	1·33	- -	·08	·02
9·83	47·73	·56	·37	1·85	55·11	·81	·12	2·27
·2	·37	- -	- -	·03	·34	·05	·29	·04
1·24	3·39	- -	- -	·23	3·53	·1	·05	·17

(*Continued.*)

APPENDIX, No. 11—*continued.*

TABLE, No. 2.—Showing the Number of Cases of Disease and Injury under the various Daily in the IRREGULAR FORCE, with the Ratios per 1,000 of Average Strength

DISEASE OR INJURY.			Cases.	Invalided.	Dead.	Days' Sickness.		
						On Board.	In Hospital.	TOTAL.
CLASS II.—LOCAL DISEASES.	Diseases of the	Nervous System — Nervous Diseases	83	6	2	455	747	1,202
		Nervous System — Mental Diseases	9	7	–	185	732	917
		Eye	49	4	–	347	622	969
		Other Organs of Special Sense	25	4	–	183	225	408
		Circulatory System	20	7	1	187	582	769
		Respiratory System	544	15	4	3,137	2,675	5,812
		Digestive System	667	18	2	3,328	1,539	4,867
		Lymphatic and Glandular System	82	–	–	1,443	1,032	2,475
		Urinary and Generative Systems	44	6	–	514	503	1,017
		Organs of Locomotion	56	1	–	475	752	1,227
		Connective Tissue and Skin	1,213	1	–	9,615	2,372	11,987
CLASS III. — Poisons			7	–	–	64	11	75
CLASS IV. — Injuries		General	55	2	7	204	201	405
		Local	1,241	7	2	11,922	2,700	14,622
		In Action	–	–	–	21	577	598 *
UNCLASSED — Suicide			–	–	–	–	–	–
GENERAL TOTAL			5,753	96	24	48,589	28,872	77,461

* Due to operations on the West Coast of Africa.

APPENDIX, No. 11—*continued.*

Classes, the Number of Invalidings and Deaths; and the Average Number of Men Sick for the Year 1894, and the Average Ratios for Seven Years—*continued.*

Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.				Average Ratios for Seven Years, 1887—1893.			
	Cases.	Invalided.	Dead.	Sick Daily.	Cases.	Invalided.	Dead.	Sick Daily.
3·29	15·66	1·13	·37	·62	13·43	1·59	·07	·77
2·51	1·69	1·32	- -	·47	1·1	·64	–	·34
2·65	9·24	·75	- -	·5	10·48	·36	–	·49
1·11	4·71	·75	- -	·2	5·02	·45	–	·22
2·1	3·77	1·32	·18	·39	4·32	1·67	·37	·5
15·92	102·64	2·83	·75	3·	98·74	2·91	1·33	3·62
13·33	125·84	3·39	·37	2·51	137·92	1·95	·34	2·55
6·78	15·47	- -	- -	1·27	20·26	·07	·05	1·94
2·78	8·3	1·13	- -	·52	10·4	·58	·23	·65
3·36	10·56	·18	- -	·63	6·63	·25	·02	·53
32·84	228·86	·18	- -	6·19	229·77	·28	·02	6·86
·2	1·32	- -	- -	·03	1·29	·02	·08	·05
1·1	10·37	·37	1·32	·2	7·71	·1	3·7	·14
40·06	234·15	1·32	·37	7·55	256·11	1·86	·28	8·39
1·63	- -	- -	- -	·3	- -	- -	–	–
- -	- -	- -	- -	- -	·13	- -	·13	–
212·22	1085·47	18·11	4·52	40·04	1141·58	17·04	8·49	47·44

Appendix, No. 11—*continued.*

Table, No. 3.—Showing the Number of Cases of Disease and Injury under the various Classes, and per 1,000 of Force

			Between 15 and 25. (Mean Force, 3,083.)						Between 25 and 35. (Mean Force, 1,680.)					
		CLASS OF DISEASE.	Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups. 1	Eruptive Fevers	–	–	–	–	–	–	1	·59	–	–	–	–
		Continued Fevers	171	55·51	1	·32	3	·97	71	42·26	1	·59	–	–
		Other Diseases	4	1·29	–	–	–	–	4	2·38	–	–	–	–
		Total	175	56·81	1	·32	3	·97	76	45·23	1	·59	–	–
	Group A. Sub-Groups. 2	Malarial Fevers	33	10·71	–	–	–	–	42	25·	1	·59	–	–
	Group A. Sub-Groups. 3	Septic Diseases	1	·32	–	–	–	–	1	·59	–	–	–	–
	Group A. Sub-Groups. 4	Venereal Diseases	704	228·57	9	2·92	–	–	240	142·85	3	1·78	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	18	5·84	–	–	–	–	11	6·54	–	–	–	–
	Group D.	Rheumatism	116	37·66	2	·64	1	·32	93	55·35	1	·59	1	·59
	Group D.	Tubercular Diseases	–	–	–	–	–	–	2	1·19	–	–	–	–
	Group D.	Other Diseases	7	2·27	–	–	–	–	4	2·38	–	–	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	95	30·84	9	2·92	1	·32	44	26·19	8	4·76	–	–
	Diseases of the	Circulatory System	8	2·59	3	·97	–	–	7	4·16	3	1·78	1	·59
	Diseases of the	Respiratory System	249	80·84	5	1·62	1	·32	209	124·4	6	3·57	2	1·19
	Diseases of the	Digestive System	386	125·32	13	4·22	1	·32	211	125·59	4	2·38	1	·59
	Diseases of the	Lymphatic and Glandular System	55	17·85	–	–	–	–	25	14·88	–	–	–	–
	Diseases of the	Urinary and Generative Systems	25	8·11	3	·97	–	–	11	6·54	2	1·19	–	–
	Diseases of the	Organs of Locomotion	37	12·01	1	·32	–	–	15	8·92	–	–	–	–
	Diseases of the	Connective Tissue and Skin	881	286·03	–	–	–	–	282	167·85	–	–	–	–
III.		Poisons	4	1·29	–	–	–	–	2	1·19	–	–	–	–
IV.		Injuries	797	258·76	7	2·27	7	2·27	401	238·69	2	1·19	1	·59
		General Total	3,591	1165·9	53	17·2	14	4·54	1,676	997·61	31	18·45	6	3·57

Appendix, No. 11—*continued.*

the Number of Invalidings and Deaths in the Irregular Force, between certain Ages, with the Ratio at those Ages.

Between 35 and 45. (Mean Force, 500.)						Above 45. (Mean Force, 40.)						Totals. (Mean Force, 5,300.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
–	–	–	–	–	–	–	–	–	–	–	–	1	·18	–	–	–	–
25	50·	–	–	1	2·	2	50·	–	–	–	–	269	50·75	2	·37	4	·75
4	8·	–	–	–	–	–	–	–	–	–	–	12	2·26	–	–	–	–
29	58·	–	–	1	2·	2	50·	–	–	–	–	282	53·2	2	·37	4	·75
14	28·	–	–	–	–	1	25·	–	–	–	–	90	16·98	1	·18	–	–
–	–	–	–	–	–	1	25·	–	–	–	–	3	·56	–	–	–	–
28	56·	–	–	–	–	1	25·	–	–	–	–	973	183·58	12	2·26	–	–
6	12·	–	–	–	–	2	50·	–	–	–	–	37	6·98	–	–	–	–
43	86·	–	–	–	–	1	25·	–	–	–	–	253	47·73	3	·56	2	·37
–	–	–	–	–	–	–	–	–	–	–	–	2	·37	–	–	–	–
4	8·	–	–	–	–	3	75·	–	–	–	–	18	3·39	–	–	–	–
21	42·	4	8·	1	2·	6	150·	–	–	–	–	166	31·32	21	3·96	2	·37
5	10·	1	2·	–	–	–	–	–	–	–	–	20	3·77	7	1·32	1	·18
76	152·	4	8·	1	2·	10	250·	–	–	–	–	541	102·64	15	2·83	4	·75
61	122·	–	–	–	–	9	225·	1	25·	–	–	667	125·84	18	3·39	2	·37
2	4·	–	–	–	–	–	–	–	–	–	–	82	15·47	–	–	–	–
6	12·	1	2·	–	–	2	50·	–	–	–	–	44	8·3	6	1·13	–	–
4	8·	–	–	–	–	–	–	–	–	–	–	56	10·56	1	·18	–	–
47	94·	1	2·	–	–	3	75·	–	–	–	–	1,213	228·86	1	·18	–	–
1	2·	–	–	–	–	–	–	–	–	–	–	7	1·32	–	–	–	–
91	182·	–	–	1	2·	7	175·	–	–	–	–	1,296	244·52	9	1·69	9	1·69
438	876·	11	22·	4	8·	48	1200·	1	25·	–	–	5,753	1085·47	96	18·11	24	4·52

Appendix, No. 12.

Table, No. 1.—Showing the Number of Cases of Disease and Injury under the
of Men Sick Daily in the Royal Marines (Artillery and Infantry) at Head

(Average

Class I.—General Diseases.				DISEASE OR INJURY.	Cases.	Invalided.	Dead.
	Group A.	Sub-Groups.	1	Small Pox	1	- -	-
				Other Eruptive Fevers	119	- -	2
				Enteric Fever	2	- -	2
				Other Continued Fevers	7	- -	-
				Influenza	9	- -	-
				Other Diseases	3	- -	-
				Total	141	- -	4
			2	Malarial Fevers	16	1	-
			3	Septic Diseases	7	- -	1
			4	Syphilis — Primary	306	- -	-
				Syphilis — Secondary	193	17	1
				Gonorrhœa	491	11	-
				Total	990	28	1
	Group B.	SubGroups.	1	Parasitic Diseases	1	- -	-
			4	Alcoholism	10	- -	-
	Group D.			Rheumatism	205	15	1
				Other Diseases	24	3	-

Appendix, No. 12.

various Classes, the Number of Invalidings and Deaths; and the Average Number Quarters, with the Ratios per 1,000 of Average Strength for the Year 1894.

trength, 6,880.)

Days' Sickness.			Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.			
In Barracks.	In Hospital.	Total.		Cases.	Invalided.	Dead.	Sick Daily.
82	- -	82	·22	·14	- -	- -	·03
1,982	383	2,365	6·47	17·29	- -	·29	·94
2	132	134	·36	·29	- -	·29	·05
60	216	276	·75	1·01	- -	- -	·1
123	- -	123	·33	1·3	- -	- -	·04
18	63	81	·22	·43	- -	- -	·03
2,267	794	3,061	8·38	20·49	- -	·58	1·21
269	601	870	2·38	2·32	·14	- -	·34
137	65	202	·55	1·01	- -	·14	·07
6,144	7,175	13,319	36·49	44·47	- -	- -	5·3
3,930	4,880	8,810	24·13	28·05	2·47	·14	3·5
5,609	9,573	15,182	41·59	71·36	1·59	- -	6·04
15,683	21,628	37,311	102·22	143·89	4·06	·14	14·85
7	- -	7	·01	·14	—	—	—
41	72	113	·3	1·45	- -	- -	·04
3,399	2,247	5,646	15·46	29·79	2·18	·14	2·24
391	112	503	1·37	3·48	·43	- -	·19

APPENDIX, No. 12—*continued*.

TABLE, No. 1.—Showing the Number of Cases of Disease and Injury under the various Daily in the ROYAL MARINES (Artillery and Infantry) at HEAD QUARTERS, with

DISEASE OR INJURY.			Cases.	Invalided.	Dead.
CLASS II.—LOCAL DISEASES.	Diseases of the	Nervous System — Nervous Diseases	96	21	2
		Nervous System — Mental Diseases	13	13	–
		Eye	69	11	–
		Other Organs of Special Sense	64	6	–
		Circulatory System	64	56	4
		Respiratory System	736	50	13
		Digestive System	767	30	2
		Lymphatic and Glandular System	84	2	–
		Urinary and Generative Systems	88	11	1
		Organs of Locomotion	54	11	–
		Connective Tissue and Skin	725	3	–
CLASS III.	Poisons		1	– –	1
CLASS IV.	Injuries	Local	728	19	1
	Injuries	In Action	– –	2*	–
UNCLASSED	Suicide		4	– –	4
		GENERAL TOTAL	4,887	282	35

* Due to operations on the West Coast of Africa.

APPENDIX, No. 12—*continued.*

Classes, the Number of Invalidings and Deaths; and the Average Number of Men Sick the Ratios per 1,000 of Average Strength for the Year 1894—*continued.*

Days' Sickness.			Average Number of Men Sick Daily.	Ratio per 1,000 of Strength.			
In Barracks.	In Hospital.	TOTAL.		Cases.	Invalided.	Dead.	Sick Daily.
1,050	808	1,858	5·09	13·95	3·05	·29	·73
172	293	465	1·27	1·88	1·88	- -	·18
886	169	1,055	2·89	10·02	1·59	- -	·42
1,106	207	1,313	3·59	9·3	·87	- -	·52
1,293	499	1,792	4·9	9·3	8·13	·58	·71
8,534	2,872	11,406	31·24	106·97	7·26	1·88	4·54
7,138	1,549	8,687	23·8	111·48	4·36	·29	3·45
1,519	2,627	4,146	11·35	12·2	·29	- -	1·64
1,181	1,699	2,880	7·89	12·79	1·59	·14	1·14
850	383	1,233	3·37	7·84	1·59	- -	·48
8,679	3,144	11,823	32·39	105·37	·43	- -	4·7
- -	- -	- -	- -	·14	- -	·14	—
7,641	1,608	9,249	25·33	105·81	2·76	·14	3·68
- -	416 *	416	1·13	- -	·29	- -	·16
- -	- -	- -	- -	·58	- -	·58	—
62,243	41,793	104,036	285·03	710·31	40·98	5·08	41·42

* Due to operations on the West Coast of Africa.

Appendix, No. 12—*continued.*

Table, No. 2.—Showing the Number of Cases of Disease and Injury under the various Classes, Head Quarters, between certain Ages, with

			Between 15 and 25. (Mean Force, 3,840.)						Between 25 and 35. (Mean Force, 2,130.)					
		CLASS OF DISEASE.	Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
			Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
Class I.—General Diseases.	Group A. Sub-Groups 1	Eruptive Fevers	116	30·2	–	–	2	·52	3	1·4	–	–	–	–
		Continued Fevers	7	1·82	–	–	1	·26	1	·46	–	–	–	–
		Other Diseases	7	1·82	–	–	–	–	2	·93	–	–	–	–
		Total	130	33·85	–	–	3	·78	6	2·81	–	–	–	–
	Group A. Sub-Groups 2	Malarial Fevers	6	1·56	1	·26	–	–	9	4·22	–	–	–	–
	Group A. Sub-Groups 3	Septic Diseases	3	·78	–	–	1	·26	–	–	–	–	–	–
	Group A. Sub-Groups 4	Venereal Diseases	823	214·32	20	5·2	1	·26	157	73·7	7	3·28	–	–
	Group B.	Diseases dependent on Parasites, Errors in Diet, &c.	2	·52	–	–	–	–	5	2·34	–	–	–	–
	Group D.	Rheumatism	119	30·98	6	1·56	1	·26	58	27·23	6	2·81	–	–
	Group D.	Other Diseases	7	1·82	1	·26	–	–	7	3·28	2	·93	–	–
Class II.—Local Diseases.	Diseases of the	Nervous System and Organs of the Special Senses	172	44·79	26	6·77	–	–	40	18·77	13	6·1	1	·46
	Diseases of the	Circulatory System	49	12·76	45	11·71	–	–	7	3·28	7	3·28	1	·46
	Diseases of the	Respiratory System	496	129·16	29	7·55	3	·78	172	80·75	16	7·51	6	2·81
	Diseases of the	Digestive System	590	153·64	9	2·34	1	·26	128	60·09	14	6·57	1	·46
	Diseases of the	Lymphatic and Glandular System	61	15·88	2	·52	–	–	19	8·92	–	–	–	–
	Diseases of the	Urinary and Generative Systems	54	14·06	8	2·08	–	–	29	13·61	3	1·4	1	·46
	Diseases of the	Organs of Locomotion	38	9·89	10	2·6	–	–	14	6·57	1	·46	–	–
	Diseases of the	Connective Tissue and Skin	563	146·61	2	·52	–	–	136	63·84	1	·46	–	–
III.		Poisons	–	–	–	–	–	–	1	·46	–	–	1	·46
IV.		Injuries	529	137·76	12	3·12	1	·26	147	69·01	7	3·28	–	–
Unclassed		Suicide	1	·26	–	–	1	·26	2	·93	–	–	2	·93
		General Total	3,643	948·69	171	44·53	12	3·12	937	439·9	77	36·15	13	6·1

Appendix, No. 12—*continued.*

and the Number of Invalidings and Deaths in the Royal Marines (Artillery and Infantry) at the Ratio per 1,000 of Force at those Ages.

Between 35 and 45. (Mean Force, 850.)						Above 45. (Mean Force, 60.)						Totals. (Mean Force, 6,880.)					
Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.		Cases.		Invalided.		Dead.	
Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.	Number.	Ratio.
1	1·17	–	–	–	–	–	–	–	–	–	–	120	17·44	–	–	2	·29
1	1·17	–	–	1	1·17	–	–	–	–	–	–	9	1·3	–	–	2	·29
3	3·52	–	–	–	–	–	–	–	–	–	–	12	1·74	–	–	–	–
5	5·88	–	–	1	1·17	–	–	–	–	–	–	141	20·49	–	–	4	·58
1	1·17	–	–	–	–	–	–	–	–	–	–	16	2·32	1	·14	–	–
4	4·7	–	–	–	–	–	–	–	–	–	–	7	1·01	–	–	1	·14
10	11·76	1	1·17	–	–	–	–	–	–	–	–	990	143·89	28	4·06	1	·14
3	3·52	–	–	–	–	1	16·66	–	–	–	–	11	1·59	–	–	–	–
28	32·94	3	3·52	–	–	–	–	–	–	–	–	205	29·79	15	2·18	1	·14
4	4·7	–	–	–	–	6	100·	–	–	–	–	24	3·48	3	·43	–	–
24	28·23	11	12·94	–	–	6	100·	1	16·66	1	16·66	242	35·17	51	7·41	2	·29
7	8·23	4	4·7	2	2·35	1	16·66	–	–	1	16·66	64	9·3	56	8·13	4	·58
59	69·41	5	5·88	4	4·7	9	150·	–	–	–	–	736	106·97	50	7·26	13	1·88
47	55·29	7	8·23	–	–	2	33·33	–	–	–	–	767	111·48	30	4·36	2	·29
4	4·7	–	–	–	–	–	–	–	–	–	–	84	12·2	2	·29	–	–
3	3·52	–	–	–	–	2	33·33	–	–	–	–	88	12·79	11	1·59	1	·14
2	2·35	–	–	–	–	–	–	–	–	–	–	54	7·84	11	1·59	–	–
24	28·23	–	–	–	–	2	33·33	–	–	–	–	725	105·37	3	·43	–	–
–	–	–	–	–	–	–	–	–	–	–	–	1	·14	–	–	1	·14
50	58·82	2	2·35	–	–	2	33·33	–	–	–	–	728	105·81	21	3·05	1	·14
1	1·17	–	–	1	1·17	–	–	–	–	–	–	4	·58	–	–	4	·58
276	324·7	33	38·82	8	9·41	31	516·66	1	16·66	2	33·33	4,887	710·31	282	40·98	35	5·08

NAVY.—HYDROGRAPHER'S REPORT.

REPORT

ON

ADMIRALTY SURVEYS

For the Year 1894,

BY THE HYDROGRAPHER.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 1, 2, 3, & 5, Great St. Thomas Apostle, E.C.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Ltd., 104, Grafton Street, Dublin.

1895.

[C.—7746.] *Price*, 2*d*.

Report by the Hydrographer of the Admiralty of the work performed, under the direction of the Lords Commissioners of the Admiralty during the Year 1894, in the Examination and Charting of the Seas and Coasts in various parts of the Globe.

The under-mentioned Hydrographical Surveys were in progress in Her Majesty's Ships and other Vessels during the year 1894 :—

Survey.	Ships.	Horse Power (Indicated).	Tonnage (Weight in Tons).	Officers and Men.
HOME.				
England, South Coast	H.M. Ship "Research"	450	520	59
England, East Coast	H.M. Ship "Triton"	370	410	43
England, West Coast; Ireland, East Coast; Scotland, West Coast.	Hired Steam-vessel "Gladiator"	—	—	32
Plymouth Sound	Hired Steam Launch	—	—	8
FOREIGN.				
Newfoundland, West Coast ...	Hired Steam-vessel "Gulnare" ...	—	250	35
Mediterranean	H.M. Ship "Stork"...	350	465	70
Malacca Straits; Red Sea	H.M. Ship "Egeria" ... ... (Paid off 14th July 1894.)	1,010	940	122
Australia, East Coast; Solomon Islands.	H.M. Ship "Penguin"	1,110	1,130	137
Queensland	Colonial Gunboat "Paluma" (Commissioned temporarily as one of H.M. Ships).	400	450	53
Tasmania; New Hebrides	H.M. Ship "Dart"...	200	470	67
Africa, West Coast	H.M. Ship "Waterwitch" ... (Commissioned 12th June 1894.)	450	620	74

The number of officers of all ranks employed in the several vessels named amounted to 75 (of which 49 are Surveying Officers), and their crews to 702.

The expenses of the Queensland survey are shared between the Imperial and Colonial Governments.

Naval Surveying Officers are also employed, with the sanction of the Admiralty, under the Indian Government. Brief allusion to their labours during 1894 is herein made.

The result of the season's work generally has been very fair, most of the vessels having each been continuously employed in one locality. Practically there has been one less vessel employed than the previous year, as the "Egeria" started for England in March to pay off, while the "Waterwitch" was only commissioned in June, and did not commence work until the end of August.

Very useful work still continues to be done by Officers of H.M. ships other than surveying vessels, a large number of plans and sketch surveys, some of them very carefully finished, having been sent in by them during the year, which have materially helped to improve the condition of the published charts.

A 15206—1000—3/95 Wt 26370 D & S.

The number of rocks and shoals discovered during the year 1894 is again very large, no less than 164 dangers to navigation having been reported to the Hydrographic Department which required to be notified to the public by Notices to Mariners. Of these 21 were reported by H.M. surveying vessels, 17 by others of H.M. ships, 12 by British and Foreign vessels, 88 by Colonial and Foreign Governments, while no less than 26 were discovered by vessels striking on them.

England, South Coast. — H.M.S. "Research," Captain the Honourable Foley C. P. Vereker, was employed with a small staff during the whole season, from early in April, on the re-survey of Spithead, which had been commenced the previous year.

Very unpropitious weather was experienced, but, with the exception of one small patch, the area between Southampton Water and the Princessa shoal was completed by the end of the season, being carefully sounded out in detail on a scale of 5 inches to the mile.

Special attention was paid to the varying set of the currents between the Isle of Wight and the mainland. It is satisfactory to find that the changes in depth since the last survey of this important sheet of anchorage water are comparatively trifling.

The ship was laid up for the winter on 3rd November.

England, East Coast.—Commander G. E. Richards, with a small staff of surveyors, on board H.M.S. "Triton" commenced the season's work on 4th April by a re-survey of Sheerness bar and the vicinity on a scale of 10 inches to the mile, when but little difference was found to have taken place since the examination last year.

The "Triton" next proceeded into the estuary of the Thames, and made an examination of the Shingles patch in the Duke of Edinburgh channel, which was found to have extended slightly to the north-westward, though the shape of the main body of the Patch remains the same.

On the 27th April the "Triton" proceeded to Whitby, and the next two months were employed in making a survey of the entrance to the river Esk, from the docks to the pier heads, on a scale of 29 inches to the mile, and another of the approaches to Whitby on 6·9 inches to the mile. This work was much impeded by exceptionally bad weather.

On the completion of this work, the "Triton" proceeded to Grimsby, and on 1st July Commander Richards was relieved of command of that vessel by Commander George Pirie.

The next few days were employed in re-sounding the Bull sands at the entrance of the river Humber on a scale of 3 inches to the mile. The result of this examination showed that considerable alteration had taken place since the survey made in 1875; the limit of the bank has extended to the northward, and the gutter which then existed has now closed up, thus forming one large bank, the least depth on which is now 9 feet at low water springs instead of 15 feet as hitherto charted.

The off-shore sounding east of Bridlington bay was prosecuted during part of July and August in much bad weather, when the ship was ordered to the Humber to make a re-survey, necessitated by recent great changes in the channel and depths off Hull, which had obliged the removal of the Coast Guard ship.

This survey occupied the month of September, and showed that there is now no berth for a 1st class battleship off Hull, the Hull Middle shoal having encroached greatly on the deep water space.

The "Triton" left Hull on 3rd October and proceeded to Chatham, when an examination of the newly-dredged channel in Gillingham reach, on a scale of 20 inches to the mile, was at once taken in hand. On its completion, on 6th November, the "Triton" was laid up for the winter in Chatham basin, and the Officers were employed in preparing the charts, &c., for publication.

England, West Coast. Ireland, East Coast. Scotland, West Coast.—Staff-Captain W. F. Maxwell, with two assistants, commenced the season's work in the hired steam-vessel "Gladiator," on the 9th April, by re-sounding Pembroke reach on a scale of 28 inches to the mile.

Owing to a continuance of rainy weather it was not till the 18th May that the portion included between the east end of the dockyard bank and the west extreme of the

ledge off Carr rocks was completed. Little change was found to have taken place in the Reach itself, but the depths on the dockyard bank had shoaled about one foot, and the channel north of it has slightly decreased in width ; while the bank off the Carr rocks was found to have extended a little to the westward.

On the 22nd May the survey of the entrance to Wexford harbour was taken in hand, including the edges of the channel up the harbour, in continuation of the work commenced towards the end of the last season. It was found that the outer bar had completely changed since the previous autumn, the shifting sands having moved bodily to the northward. Considerable alteration has taken place in the coastline on the north side of the harbour since the survey in 1881, but practically the least depth over the bars is unaltered.

On the completion of this work the "Gladiator" left Wexford on the 7th June for the north coast of Anglesea and resumed the survey at Lynus point, where it had been discontinued the previous season. The work was steadily proceeded with until the beginning of August, by which time it had been nearly completed as far as the northern entrance to Menai strait. During the progress of the survey several banks were charted in Dulas bay and southward of Lynus point, but no fresh dangers to navigation were discovered.

On the 3rd August the "Gladiator" returned to Pembroke to clean boilers and complete with coals and stores, after which, a re-survey of Ardrossan harbour was undertaken on a scale of 12 inches to the mile, which resulted in the charting of numerous rocks and shoals, hitherto unmarked on the charts. One of these rocks, with only 16 feet over it, lies right in the fairway at the entrance to the harbour, and is now in process of removal by the local authorities. Seven other shoals, with depths over them of from 15 to 24 feet, lie between 3 and 4 cables to the southward and westward of Horse island landmark.

The survey of the northern approach to Menai strait was resumed on the 11th September and continued until the 2nd October, when the "Gladiator" returned to Pembroke.

Plymouth Sound.—Before commencing work on this survey, Staff-Commander F. Haslewood, with one civil assistant, proceeded to the entrance of the Tyne on 31st March, and spent a fortnight in examining the area outside the pier heads, to ascertain if any change had taken place in the approach to the river. The area recently dredged within the piers, in the channel towards the low lighthouse, was also re-sounded.

Surveying operations were commenced at Plymouth on 16th April, and the Hamoaze from Mutton cove to Saltash bridge was completed on a scale of 24 inches to the mile by 8th August.

The sounding of the river Tamar, with the necessary triangulation, occupied from the 8th August to the 8th September, the work being carried up to Cargreen wharf, and into the Tavy as far as the railway bridge.

The area in Plymouth sound near the breakwater, where the dredger had lately been at work, was next examined to see if any shoal heads had been left. This necessitated very close sounding on a large scale, 24 inches to the mile being that adopted, and resulted in showing that over various patches the full depth has not yet been obtained.

In consequence of representations that the stranding of the ss. "Dunottar Castle" on the Eddystone was partly due to deeper water existing to the westward of the rocks than shown on the published charts, a couple of days were spent in examining the vicinity, with the result that the chart was proved to be correct.

The few remaining days of the season were employed in completing the soundings in Sutton pool and Mill bay, and on 31st October, Staff-Commander Haslewood and his assistant returned to Chatham to make up the fair charts of a good season's work.

Newfoundland, West Coast.—Having been employed during the winter months preparing charts for publication, writing Sailing Directions, &c., Staff-Commander Wm. Tooker, with one naval and two civil assistants, left Charlottetown in the hired steam vessel "Gulnare" on 25th May, under instructions to complete the survey of St. George's bay, the greater part of which had been done the previous season, and to continue the survey of the West Coast of Newfoundland from cape St. George to the northward.

On account of the late wintry season and the inclemency of the weather, work was commenced at Port-au-Port, where a certain amount of shelter could be obtained ; and, later on, when weather permitted, the southern part of St. George's bay was taken in hand and completed, from Lewis point, where work was discontinued the previous season, to cape Anguille, the soundings being carried out to the 60-fathom line, at a distance of from 8 to 10 miles from the coast.

A short visit was then paid to Charlottetown for coal and provisions, the survey being resumed early in August and continued uninterruptedly.

By the 14th October, when the season was brought to a close, the coast from cape St. George to Long point, as well as the whole of Port-au-Port to Bluff head, had been completed on a scale of 2 inches to the mile.

This survey disclosed material differences along the whole coast included in the season's work in contour, geographical position, and off-lying shoals, several of which were found, but none at a greater distance from the land than half a mile.

The progress of the survey was considerably delayed by fogs and strong westerly winds, which rendered the greater part of the coast a lee shore, where no anchorage or landing could be obtained, except in the rare intervals of calm weather ; while, on account of sickness, the services of one of the assistants were unavailable during a long period.

The "Gulnare" returned to Charlottetown on 15th October to be laid up for the winter, the officers taking up their quarters on shore to prepare the fair charts of the season's work.

Mediterranean.—A new crew having been sent out from England, H.M.S. "Stork" was re-commissioned at Malta on the 25th February by Lieutenant and Commander C. H. Simpson with a staff of four assistants ; and while the ship was being refitted, parties were employed, with the assistance of a steam launch lent by the dockyard, in continuing the survey of the Maltese islands, commencing at Ricasoli point and working to the south-eastward. By the middle of April the ship was ready for sea, and the survey was then actively proceeded with.

Unfortunately the survey now lost the services of one of the Lieutenants, who had to be sent to hospital suffering from fever, and was eventually invalided. The vacancy thus occurring was not filled until middle of July.

Favourable weather enabled good progress to be made with the work, and by 27th July the survey of the eastern part of the coast of Malta, from Valletta to Hagira Seuda, was completed on a scale of 4 inches to the mile. This survey revealed the existence of several rocks and shoal patches hitherto uncharted, of which the following are the most important :—A rock with only 9 feet over it, in St. Thomas' bay ; several rocky heads in the Monsciar pass, the least depth obtained being 4 fathoms on the intersection of the two leading marks where 5½ fathoms was previously charted ; and several rocky patches with from 3 to 5 fathoms over them on the bank off Torre Hamrah, the outermost of which is 4 cables from the shore.

The "Stork" then proceeded to St. Paul's bay, and an area in the neighbourhood of Ball's bank was closely sounded out in view of its being used as a torpedo running ground.

The survey of the north-east coast of Gozo island was next taken in hand, in continuation of the previous season's work in the Comino channels, and by 15th September the coast from Ras il Kala to Kolla Baydha, with off-shore soundings, had been completed on a scale of 4 inches to the mile. One small rock, with a depth of 12 feet over it, was discovered at a distance of 1½ cables from the shore, but it only constitutes a danger to small vessels proceeding close along the coast.

Orders having been received to survey Port Argostoli in Cephalonia, the "Stork" left Malta on the 20th September, running a meridian distance to cape Matapan (the position of which was found to be correct) and from thence to Argostoli which was reached on the 25th. A survey of the port and its approaches was immediately commenced on a scale of 6 inches to the mile.

By the 15th December the entrance to, and greater portion of, the port had been completed, when the weather having become unfavourable for further work, the "Stork" returned to Malta, running a meridian distance on the way back.

Refitting the ship was then taken in hand, and the officers were employed drawing the fair charts of the season's work.

Penang; *Indian Ocean*; *Red Sea.*—H.M.S. "Egeria," Commander A. Mostyn Field, was at Penang the first two months of 1894 preparing the fair work of the preceding season for transmission to England, and during this period a few additional soundings were obtained in the channels leading to the northward and southward of Penang.

On the 8th March, the charts being completed and the ship refitted, the "Egeria" left Penang homeward bound, having been in commission more than four years. Colombo was reached on the 16th, a line of deep sea soundings having been obtained during the passage.

From Colombo the ship proceeded to the Maldive group, where a stay of three days was made to obtain sectional soundings on the south-west side of Ihavandiffulu atoll. This atoll is not so steep as some others that have been examined.

The voyage was then resumed, deep soundings being obtained as opportunity offered, and a few hours spent in the verification of the coastline about 15 miles to the north-east of Aden.

Leaving Aden on the 19th April, an examination was made of the Myrmidon shoal, just within the entrance to Perim harbour. The blasting and dredging operations, which have been undertaken by the Perim Coal Company for the improvement of the harbour, appear to have removed the central part of the shoal; on the south-east portion there is now a least depth of 24 feet at low water, and on the north-west portion 25 feet.

A week was next employed in the Red Sea, completing the soundings to the south-eastward of the Hanish group, the work being much delayed by strong winds, heavy sea and mist.

Having returned to Perim to complete with coal, a cursory examination was made of the area in the vicinity of a sounding of 18 fathoms, which was reported by the M.M. ss. "Yarra" as having been obtained in December 1892, 18 miles N.N.W. of Jebel Zukur island, and 7½ miles W. by S. ¼ S. of the dangerous Avocet rock. Though the bottom was found to be somewhat uneven, the least depth obtained was 35 fathoms, and that only on one occasion, the general depth around it being 45 to 47 fathoms. A day and a half were devoted to this search, which cannot, however, be considered conclusive, as a shoal head of small dimensions may require most detailed and systematic search before it can be discovered.

Port Said, Malta and Gibraltar were called at for coal, on the way to England, and a line of deep sea soundings obtained on the passage through the Mediterranean. On the 20th June the "Egeria" reached Chatham, and was paid out of commission on the 14th July, after an absence from England of nearly eight years, during which period she has been constantly employed on surveying duties.

Australia, East Coast. Solomon islands.—H.M.S. "Penguin," under the command of Commander A. F. Balfour, after a partial refit at Sydney, proceeded to Hobart on the 28th February, in order that the crew might have the benefit of a cooler climate in which to recruit their health after a long stay and arduous work in the tropics; at the same time the refitting was completed, and the officers were engaged in drawing the fair charts, &c.

The ship returned to Sydney on the 7th May, and thence proceeded to Jervis bay. This commodious and land-locked sheet of water is much frequented by H.M. ships for the purpose of gunnery and torpedo exercises, and a detailed survey was made on a scale of 4 inches to the mile.

On the 20th June, having completed this work, the "Penguin," returned to Sydney, taking the opportunity to have another search for the sounding of 227 fathoms reported in 1887 to lie 40 miles from the coast. As soundings of about 2,700 fathoms were obtained close to the position, this sounding has now been expunged from the Admiralty charts.

Having completed with coal and provisions, the ship again put to sea on 28th July, and, calling in at Brisbane to take in a deck cargo of coal, proceeded to obtain a series of deep sea soundings between that place and "Ocean Ranger" reef, a danger which was reported to exist by a vessel of that name, in 1891, in latitude 18° 45′ S., longitude 157° 2′ E. Several days were spent in searching for this danger, but without success. On more than one occasion heavy tide rips were observed with every appearance of shoal water, but on examination it was found that deep water existed in such places. The least water obtained during the search was 836 fathoms, in latitude 18° 56′ S., longitude 156° 58′ E.

A line of soundings was carried back to Brisbane, and from thence the "Penguin" proceeded to the Solomon islands to continue the survey of New Georgia and adjacent

islands commenced the previous season, another line of soundings being obtained on the route to the Solomon islands, which is one of the possible lines for a Pacific cable.

The survey of New Georgia was steadily proceeded with until the 17th December, by which time Blackett strait, North coast of Wana Wana island, South coast of Kulambangra, with part of Kula gulf had been completed, as well as a considerable part of the North coast of New Georgia.

It was then found necessary to proceed to Townsville for a short visit, and on the 31st December the "Penguin" was again on her way to New Georgia to complete her survey.

During this season, as during the last, no difficulty was experienced with the natives, although their character as inveterate head hunters is well established.

Queensland.—The Queensland Colonial gunboat "Paluma," temporarily employed as one of H.M. surveying vessels, under the command of Lieutenant and Commander T. H. Heming, returned to Brisbane from her surveying ground on the 14th January, when the vessel was docked and refitted, while the officers were employed drawing the fair charts, &c., of the season's work.

On the 17th March the ship proceeded to Sydney in order to recruit the health of the crew in a cooler climate after a long period in the tropics, and on 3rd May she returned to Brisbane, when provisions and stores were completed, and preparations made for the approaching surveying season.

The "Paluma" left Brisbane for the north on 3rd June, arriving at Princess Charlotte bay on the 11th, when two days were spent continuing the search for the Wikingen reef, reported in 1873 as being awash at low water, but no indications of shoal water could be found. This danger was again searched for later on in the season at low water spring tides, but with no better success.

The survey of the inner route along the Queensland coast was commenced on 14th June to the southward of cape Grenville, where it had been discontinued the previous season, and was continued until the 10th December, when the season was brought to a close and the "Paluma" proceeded to Sydney, calling at Brisbane for coal, &c., *en route*.

Owing to the possibility of small coral heads existing along this fairway, great care has to be exercised to ensure the soundings being close, so as to avoid, as far as practicable, the risk of missing over one of these dangers. A scale of 2 inches to the mile was adopted, and by the end of the season the survey was completed in detail from cape Grenville as far south as Restoration island, while the triangulation had been completed from thence to Chapman island.

Short visits were made to Cooktown for coal in July, August, November, and December, and Cairns was visited in September for the purpose of cleaning boilers, coaling and provisioning.

During the progress of the survey, three pinnacle rocks, close together with deep water between, and having depths of 4, $4\frac{3}{4}$ and $5\frac{1}{2}$ fathoms over them, were found to exist at a distance of three-quarters of a mile westward of the track recommended, opposite the northern end of Eel reef. As steamers have been in the habit of steering rather to the westward of the track at night when passing Middle reef in order to avoid the horn of Eel reef, this discovery is of great importance to deep draught vessels.

The "Paluma" arrived at Brisbane on 22nd December, and after being docked, &c., proceeded to Sydney to prepare to pay off out of commission previous to return to the Queensland Government, her services as a surveying vessel being no longer required.

Tasmania; New Hebrides.—H.M.S. "Dart," under the command of Lieutenant and Commander H. E. Purey Cust, left Sydney on 11th January for Hobart, and on arrival there, defects were made good and ship refitted, while the officers continued preparing the fair charts of the previous season's work.

On the 2nd April the ship left Hobart and proceeded with the survey of the Frederick Henry and Norfolk bays on the north-west side of the Tasman peninsula. A scale of 2 inches to the mile was adopted, and these fine land-locked harbours, in which there is anchorage and manœuvring room for the largest fleets, were completed by 12th June. The work was much retarded by two of the surveying staff being unable to assist on account of sickness.

The "Dart" then proceeded to Sydney, which was reached on the 19th June, an unsuccessful search having been made for a reported sounding of 227 fathoms, 40 miles S.E. of Jervis bay, on the way up the coast.

The fair chart of the Tasmanian work having been completed, and small defects made good, the "Dart" left for the New Hebrides on the 16th August, arriving at Noumea on the 23rd and Port Sandwich on the 28th August, some deep soundings having been obtained *en route*.

The survey of the North Coast of Ambrym and West Coast of Pentecost island was at once taken in hand, on a scale of 1 inch to the mile; but on 2nd September news was received of the stranding of H.M.S. "Ringarooma" on the reef off Koliviu, Maskelyne islands. The "Dart" immediately proceeded to render assistance and was employed on this duty until 25th September, when the surveying work was resumed.

On 16th October, while the ship was at anchor off Ambrym, having just completed the survey of the North coast, a violent eruption took place on that volcanic island, causing streams of lava to flow from the crater near the centre of the island, one of which entered the sea close to the ship and presented a magnificent spectacle. On account of the dense clouds of smoke and dust, all surveying operations in the vicinity had to be suspended, and the "Dart" was employed rendering assistance to the natives and making observations on the various interesting volcanic phenomena that occurred.

When the first violence of the eruption had subsided, and the dust clouds somewhat cleared, the survey was completed to Steep Cliff bay, west side of Pentecost, besides the channel between Ambrym and Pentecost, and the East Coast of Ambrym. Plans of Rannon and Rodds anchorage on Ambrym island, and Steep Cliff bay, Pentecost island, were also made on a scale of 6 inches to the mile.

Though the natives of both Ambrym and Pentecost have always borne an evil reputation, the "Dart" never experienced any difficulty in dealing with them, as they proved quite friendly once their shyness of a vessel-of-war had worn off.

The "Dart" finally left for Sydney, *viâ* Noumea, on 27th November, and having obtained a few deep sea soundings on the passage, some of which revealed the presence of an extensive bank, 180 miles north of Middleton reef, arrived at Sydney on 9th December.

Africa, West Coast.—H.M.S. "Waterwitch," formerly the steam yacht "Lancashire Witch," which had been purchased by the Admiralty for employment in the surveying service, after undergoing the necessary alterations, was commissioned at Portsmouth on the 12th June 1894, by Lieutenant and Commander J. W. Combe, with a complement of 74 officers and men for service on the Australian station.

She left Portsmouth on the 12th August, and a week later a couple of days were spent sounding over the small bank of 400 fathoms, situated in latitude 34° 57′ N., longitude 11° 56′ W. The least water obtained was 362 fathoms, rock and sand.

A systematic examination was then made of the Dacia bank, on which a least depth of 12½ fathoms had been reported to exist. Beacons were moored in from 53 to 78 fathoms, and 4½ days spent in delineating the shape and extent of the bank, which was found to be 9 miles long East and West, and 7 miles in width within the 100-fathom line. The least water obtained was 47 fathoms, in latitude 31° 10′ N., longitude 13° 34′ 46″ W., near the eastern end, and from thence the bottom, which consists principally of shells and coral, slopes gradually to the westward. A depth of 655 fathoms was obtained near the position of the reported 12½ fathoms, about 2 miles outside the north-west corner of the bank.

Las Palmas was reached on the 28th August, and after coaling, the ship left for cape Bojador to examine an area in that vicinity where dangers were reported to exist. Six fathoms was the least water obtained in latitude 26° 24′ N., longitude 14° 18′ 50″ W., with depths of under 12 fathoms for some distance around. The voyage was then resumed to the southward, a few deep sea soundings obtained *en route*, and Sierra Leone reached on 18th September.

Having made a few amendments to the chart, coaled and provisioned, the "Waterwitch" proceeded to the south-eastward for Benguela, and while on this passage, obtained deep sea soundings across a wide unknown area, with serial temperatures, and in the Guinea and Equatorial currents, current observations to a depth of 200 fathoms.

On arrival at Benguela on 5th October a plan was, with the permission of the Portuguese Government, made of that bay on a scale of 1½ inches to the mile, the

present chart being very imperfect. On completion of this work, 23rd October, the ship left for Mossamedes. A line of soundings was carried along the coast, and having completed with coal at Mossamedes, the passage was resumed to the southward.

A fortnight was then spent in making a survey of Great Fish bay, on a scale of $1\frac{1}{2}$ inches to the mile, and on the 16th November the ship proceeded to Walfisch bay, of which a plan was made on a scale of 3 inches to the mile.

The "Waterwitch" put to sea again on 6th December, and carried a line of deep sea soundings, with serial temperatures, to the south-westward, as far as latitude 35° 16′ S., longitude 3° 6′ E., where she also obtained a series of magnetic observations for variation, and then proceeded to Simon's bay, which was reached on the 18th December.

On the passage out, careful magnetical observations were obtained at Benguela, Great Fish bay, and Walfisch bay, and while the ship was being refitted and coaled at Simon's bay, preparatory to a start for Tasmania, at the beginning of the new year, more of these valuable observations were made at Simon's town, Cape town and the Cape of Good Hope. The fair charts were also prepared for transmission to England.

H.M.S. "Rambler" was commissioned at Chatham on 6th November 1894 by Commander G. E. Richards, with a complement of 113 officers and men, for surveying service on the North American Station. She left England on 1st December, but from unforseen delays had not reached the Sherbro river, near Sierra Leone, which she had been directed to survey *en route*, before the end of the year.

Indian Marine Surveys under the direction of Naval Officers.

Marine Survey of India.—H.M.I.M.S. "Investigator," under the command of Commander C. F. Oldham, with a staff of naval officers and R.I. Marine surveyors, was working on the Coromandel coast at the beginning of the year, in the vicinity of Kristnapatam ; this survey was continued until the 24th February, by which time the coast and off-shore soundings had been completed to the southern limit of the port of Madras, a distance of about 75 miles.

During the progress of this work every available opportunity was taken to trawl, but catches were not large owing to the rocky nature of the bottom. The specimens obtained were examined and reported on by the Surgeon Naturalist attached to the survey.

The "Investigator," in company with the small steam vessel "Nancowry," then proceeded to Palk strait and commenced a survey of the North Coast of Ceylon. The triangulation was carried from point Pedro to Delft island, and the necessary meridian distances and latitudes were obtained. At the close of the season's work the soundings had been completed from point Pedro to Karrativo island to a distance of 6 miles from the shore, and on the 19th April the "Investigator" proceeded to Bombay, calling in at Trincomali and Colombo *en route*, arriving on the 3th May, having obtained a few deep sea soundings and serial temperatures during the passage.

On the 10th May the ship was laid up for the monsoon season, and the officers were subsequently employed preparing the fair charts of the season's work.

The appointment of the two assistant surveyors belonging to the Royal Navy having terminated, the survey was subsequently carried on by the R.I. Marine surveyors only, under the direction of Commander Oldham, R.N.

On the 17th October the "Investigator" left Bombay for Karachi, and commenced a survey of the coast, embracing the mouths of the Indus, on a scale of 1 inch to the mile. This work was steadily proceeded with, and at the end of the year had been completed from Manora point to the Hajamro mouth of the Indus, a distance of 50 miles, while the soundings had been carried out to a distance of about 20 miles from the shore.

Miscellaneous.

Useful and important information relating to all quarters of the globe has been received from the Hydrographical Departments of Foreign Governments by the free interchange, in accordance with custom, of new charts and other documents bearing on hydrography.

The Indian, Colonial, and other authorities frequently furnish the Hydrographic Department with reports affecting navigation of their several shores. Her Majesty's Consuls, by the courtesy of the Foreign Office, also contributed much local information for the amendment of the Sailing Directions.

From Officers of Her Majesty's ships are received small plans of places, and sketches of anchorages, and their Remark Books and Periodical Returns contain valuable hydrographical remarks for the amendment of Admiralty publications.

The various documents received during 1894 in the Hydrographic Department, from Officers of Her Majesty's Navy and other British sources that are most worthy of mention, are :—

An excellent and well-finished survey of the Boqueron of Callao, with sketches and Sailing Directions, by Lieutenant B. M. Chambers of H.M.S. "Nymphe," for which this officer was adjudged to receive the Shadwell prize.

Neat and well executed surveys of the Corinth canal, Corinth roads with north entrance to the canal, and of Kalamaki bay with south entrance to the canal, by Lieutenant H. C. Lockyer, H.M.S. "Fearless."

A large scale detailed plan of Necker island, North Pacific, and smaller scale plan showing the soundings on the extensive bank surrounding the island, with remarks and Sailing Directions, by Lieutenants R. Nugent and F. H. Walter, assisted by Messrs. O. J. Prentis and R. M. T. Stephens of H.M.S. "Champion."

A plan of Hammerfest havn, Norway, by Lieutenant F. S. Miller, assisted by Mr. P. Withers, Midshipman, H.M.S. "Ruby."

A carefully constructed plan of a part of Santos harbour, Brazil, with remarks by Lieutenant A. J. Hotham, assisted by the officers of H.M. Ships "Sirius," "Beagle" and "Barracouta."

A large scale plan of soundings off the end of the pier at Puerto Colombia, Savanilla harbour, with Sailing Directions for the anchorage, by Lieutenants E. H. Moubray and W. J. Alderson of H.M.S. "Tartar."

A plan of Silver cove, Conche harbour, Newfoundland, with remarks by Lieutenant P. D. de Saumerez of H.M.S. "Buzzard."

Sketch survey of Robben island and cape Patience, Saghalin island, with rough plan of the soundings in the bay east of cape Patience, by Lieutenant T. L. Shelford, H.M.S. "Peacock."

A sketch survey of Chunlan harbour, Hainan island, China, by Mr. W. F. Tyler, Chinese Imperial Customs.

A plan of Tinhosa east anchorage, Hainan island, China, by Mr. W. F. Tyler, Chinese Imperial Customs.

A neat plan of Zorritos, Peru, with Sailing Directions, by Lieutenant B. M. Chambers, assisted by Lieutenant L. C. Muntz and Surgeon H. E. South of H.M.S. "Nymphe."

A plan of the soundings taken in the west part of the Ship channel, Bermuda, by Staff Commander H. E. Wood, assisted by Lieutenants H. Thompson and F. C. Osborne, H.M.S. "Blake."

A running survey of the N.E. coast of Savaii island, Samoa group, with small sketch of Mataatu harbour, by Lieutenant C. G. Eeles, assisted by Mr. H. B. Meiklejohn, Midshipman, H.M.S. "Curaçoa."

A number of valuable corrections to different charts and plans of the coast of British Columbia, from Mr. J. T. Walbran, commanding the Dominion steam vessel "Quadra."

A re-survey of Liverpool bay by Mr. M. A. Sweeny, Mersey Dock and Harbour Board.

Large corrections to the chart of Manukau harbour, New Zealand, by Mr. John Robertson, Harbour Master.

A well executed and detailed plan of the Hugli river from Luff point to Lower Gaspar light-vessel, surveyed by the officers of the River Survey Department, India.

Reports as to ice met with between the Cape of Good Hope and Australia; also between New Zealand and Cape Horn, with extracts from the log books of their mail steamers, have been regularly forwarded to the Admiralty by the Shaw, Savile, and Albion Company, and the New Zealand Steamship Company.

Deep sea soundings obtained in the Mediterranean, Indian Ocean, and North Atlantic Ocean by the Telegraph Construction and Maintenance Company's steamship "Scotia;" in the Mediterranean by the India Rubber, Gutta Percha, and Telegraph Works Company's steamship "Dacia"; and in the Mediterranean by the Eastern Telegraph Company's steamships "Volta" and "Amber."

Summary of the Publications of the Hydrographic Department during 1894.

Charts.—Ninety-three new charts and plans have been published, and thirty-eight plates have been improved by the addition of forty-five new plans.

One hundred and sixteen plates have been largely improved by corrections and additions.

Four thousand five hundred and thirty-two corrections have been made to plates by the engraver.

Twenty-seven thousand seven hundred and fifty-three charts have received minor corrections at the hands of the draughtsmen.

The number of charts printed for the requirements of the Royal Navy, for Government Departments, and to meet the demands of the general public, has, during 1894, amounted to three hundred and fifteen thousand eight hundred and sixty-seven.

Notices to Mariners and Hydrographic Notices.—During the year there were published six hundred and ninety-eight Notices to Mariners and five Hydrographic Notices.

Books.—The following volumes of Sailing Directions and other Hydrographical works have been published:—

1. Irish Coast Pilot: containing Sailing Directions for the whole or Ireland, formerly published in 2 parts.

2. North Sea Pilot, Part I. (4th edition): containing Sailing Directions for the Shetland and Orkney islands.

3. Norway Pilot, Part II. (2nd edition): containing Sailing Directions from the Naze to the North Cape, thence to Jacob river.

4. Mediterranean Pilot, Volume I. (3rd edition): comprising Gibraltar strait, coast of Spain, African coast from Cape Spartel to Gulf of Gabes, together with the Balearic, Sardinian, Sicilian, and Maltese islands.

5. St. Lawrence Pilot, Volume I. (6th edition): comprising Sailing Directions for the Gulf and River St. Lawrence.

6. China Sea Directory, Volume III. (3rd edition): comprising the coast of China from Hongkong to the Korea.

7. China Sea Directory, Volume IV. (3rd edition): comprising the coasts of Korea, Russian maritime province, Japan, Gulf of Tartary, and the sea of Okhotsk.

8. Nova Scotia and Bay of Fundy (4th edition): containing Sailing Directions from the Gut of Canso to United States territory.

9. Supplement to North Sea Pilot, Part III. (5th edition): contains all information that has been published by the Admiralty since the issue of the North Sea Pilot, Part III., 1889.

10. Supplement to the Mediterranean Pilot, Volume III. (2nd edition): contains all the information that has been received by the Admiralty since the publication of the Mediterranern Pilot, Volume III., 1890.

11. Revised Supplement to Newfoundland and Labrador Pilot (2nd edition): cancels all previous Supplements, also all Hydrographic Notices, and all Admiralty Notices to Mariners relating to the Newfoundland and Labrador Pilot, 1887, issued since the date of that publication, up to and including No. 517 of 1893.

12. Revised Supplement to West India Pilot, Volume II. (4th edition): Cancels Hydrographic Notice, No. 3 of 1889, and Supplement of 1891; also all Notices to Mariners, relating to that volume, issued up to the date of publication of this Supplement, including No. 218 of 1894.

13. Supplement to Eastern Archipelago Directory, Part I.: cancels all Notices to Mariners relating to this volume, including No. 572 of 1893.

14. Supplement to Pacific Islands, Volume I., Part I. (2nd edition): cancels all Notices to Mariners relating to the above volume, including No. 146 of 1894.

15. Dock Book: containing dimensions of the Wet and Dry Docks, Patent Slips, &c., of the world; also information on Shipbuilding and Engineering Works in Countries other than the United Kingdom.

16. Tide Tables, British and Irish Ports, for the year 1895; also the Times of High Water at full and change for the principal places on the Globe.

17. Admiralty List of Lights throughout the World, in eight parts, corrected to 31st December 1894.

18. Admiralty Catalogue of Charts, Plans, and Sailing Directions.

19. Report of the Results of Dredgings obtained on the Macclesfield bank by H.M.S. "Egeria," April 1893, with which is incorporated the Results of Dredgings obtained by H.MS. "Rambler," in April 1888, and H.M.S. "Penguin," in April 1892, which have been previously published.

20. Longitude of Malacca, Straits Settlements, determined by means of Telegraphic Signals exchanged with Singapore. By Commander A. M. Field, H.M.S. "Egeria," 1893.

21. Longitnde of Penang, Straits Settlements, determined by means of Telegraphic Signals exchanged with Singapore. By Commander A. M. Field, H.M.S. "Egeria," 1893.

22. Report on an experimental Telegraphic Meridian Distance between Adelaide and Port Darwin, to test the relative merits of Sextant and Transit Instrument for purposes connected with Hydrographic Surveying. By Commander W. U. Moore, R.N., H.M.S. "Penguin," 1893.

23. Deep Sea Exploration in Færoe Channel by H.M.S. "Triton," 1882, commanded by Staff-Commander T. H. Tizard, R.N.

24. Table of Chart Scales, expressed in inches to the mile of Latitude, with their corresponding natural scales. By Edward J. Powell, of the Hydrographic Office.

Sailing Directions, &c. in Progress.

The following Sailing Directions, &c. were in progress at the close of the year 1894 :—

1. North Sea Pilot	Part II.	5th edition.
2. West Coast of Scotland	Part I. / Part II.	To be combined.
3. Danish Pilot		3rd edition.
4. Mediterranean	Vol. II.	3rd edition.
5. St. Lawrence Pilot	Part II.	6th edition.
6. South American Pilot	Part II.	9th edition.
7. Australia Directory	Vol. III.	3rd edition.
8. West Coast of North America		1st edition.
9. Baltic Pilot		3rd edition.
10. Australia Directory	Vol. I.	9th edition.
11. Newfoundland Pilot		3rd edition.
12. British Columbia Pilot		Supplement.
13. Africa Pilot, Part III.		Revised Supplement.
14. Ocean Passages		1st edition.
15. Time Signals.		

W. J. L. WHARTON,

Hydrographer.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 1, 2, 3, & 5, Great St. Thomas Apostle, E.C

1895.

6/5

NAVAL MANŒUVRES.

1894.

THE PARTIAL MOBILISATION OF THE FLEET AND THE MANŒUVRES OF 1894.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 1, 2, 3 & 5, Great St. Thomas Apostle, E.C.

And to be purchased, either directly or through any Bookseller, from
EYRE & SPOTTISWOODE, East Harding Street, Fleet Street, E.C.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS & Co., Limited, 104, Grafton Street, Dublin.

1895.

[C.—7584.] *Price* 1½*d.*

THE 1894 MANŒUVRES.

The Partial Mobilisation and the Manœuvres of 1894.

The Partial Mobilisation began on the morning of the 18th July. The numbers of craft of various classes which hoisted the pendant on that day in the several commands were as follows :—

Command.	Battle-ships.	Cruisers.	Small craft.	Torpedo boats.	Total.
The Nore (Chatham and Sheerness) ..	1	11	9	7	28
Portsmouth	—	7	1	11	19
Devonport	—	5	1	5	11
Totals	1	23	11	23	58

As on former occasions, the other commands had to supply the ratings of which the Nore Command was deficient. In all, 1,395 men were sent from Portsmouth and Devonport to Chatham. The Portsmouth men were sent by land and the Devonport men by sea. At the Partial Mobilisation of 1893, the number of men which it had been necessary to transfer to Chatham was 1,345. So that—as the number of ships commissioned at Chatham in 1894 was greater than that commissioned there in 1893—the resources of the port in *personnel* had increased in the interval.

In addition to the ships which were put in commission the crews of the following—mostly port guard-ships and coast guard-ships—were completed to full numbers :—

Battle-ships	6
Coast defence ship	1
Cruisers	6
Small craft	4

The *Bonaventure*, selected as flag-ship for the East Indies, had hoisted the pendant on the 5th July. The above-mentioned ships, &c., together with the Channel Squadron, composed the fleets subsequently engaged in Manœuvres. The annexed table (p. 4) gives the statistics of Manœuvre Fleets for the past five years.

A 14973—750—2/95 Wt 23073 D & S.

The complements of the ships put in commission on the 18th July amounted to 9,009 ; the numbers required to complete the port guard-ships, coast guard-ships, &c., amounted to 2,645 ; so that the aggregate numbers required by the Partial Mobilisation of 1894 was 11,654. The complements of harbour ships, which would be sent to sea-going ships in the case of full mobilisation, were not drawn upon, and after the fleets had put to sea there remained, besides these harbour complements, 733 seamen ratings and 548 engine-room ratings at Portsmouth and Devonport. In addition to the "non-embarking section of the Coastguard"—the half which ordinarily remains on shore during annual cruises—282 men of the "embarking section" were not called up. The number of marines left in barracks was 5,400. Following the precedent of 1891, permission was given to men of the 1st Class and 2nd Class Naval Reserve to ship for 28 days' exercise in the Manœuvre Fleets up to the number of 500. Before the volunteering was stopped, 535 had availed themselves of the permission. These R.N.R. men were ordered to be borne as supernumeraries. As there was in the ports a considerable number of boys in excess of the regulated proportion assigned to the ships of the Manœuvre Fleets, it was decided to send to sea as many of them as could be accommodated. To ensure sufficient accommodation for them and the Reserve men, the ships were directed not to embark the number of seamen-ratings noted against each class :—

	Seaman ratings not embarked.	R.N.R. men embarked.
Battle-ships	10	22
1st class cruisers...	10	22
2nd class cruisers	5	7

TABLE SHOWING NUMBER OF SHIPS AND MEN TAKING PART IN MANŒUVRES, 1890—1894.

Class of Ship.	1890.		1891.		1892.		1893.		1894.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Battle-ships 1st Class ...	4	41,800	6	52,270	6	66,550	4	45,650	6	77,700
Battle-ships 2nd „ ...	3	29,770	3	27,970	4	37,300	3	27,990	5	49,460
Battle-ships 3rd „ ...	6	37,070	7	43,710	7	45,060	4	25,050	1	6,200
Coast defence ships	7	28,030	2	8,880	6	24,470	1	5,400	1	5,400
Cruisers	26	117,370	23	78,565	26	99,405	33	130,875	33	145,825
Small and special service vessels.	10	13,380	14	16,305	17	18,235	20	20,770	26	18,628
Torpedo-boats	24	2,222	20	1,752	27	2,361	24	2,222	24	2,149
Totals	80	269,642	75	229,452	93	293,381	89	257,957	96	305,362
Total officers and men employed.	18,860		16,908*		20,370		18,725		20,853†	

The Dreadnought and Pallas, not included in the above, were assigned to special services.

* 469 R.N.R. men not included.

† 535 R.N.R. men not included.

One of the objects of permitting the above-mentioned number of R.N.R. men to join the ships, of which the aggregate complements already amounted to 20,853, was to test in some measure the working of machinery which must be set in motion whenever mobilisation has to be carried out. In partial mobilisation—the ordinary peace exercise—the reserve *personnel* is not ordered to embark, the ship's companies being composed of active service ratings. In full or complete mobilisation the Reserves of all classes and kinds would be drawn upon, and each ship, instead of being fully manned by active service

ratings, would bear only a proportion of these, and would have the ship's company filled up from the Reserves, an arrangement which would permit a much larger number of ships to be manned than is allowed for in the partial mobilisation exercises.

The two sides engaged in the 1894 Manœuvres were designated respectively the "Red" and the "Blue." Each was divided into two fleets, and to the "Red" side 6, and to the "Blue" side 24 torpedo-boats were assigned.

The limits of the Manœuvre area were :—

On the north	... ...	57° N. latitude.
,, south	... ...	47° 20′ N. latitude.
,, east	... ...	The western coast of Great Britain, and the south coast to 4° W. longitude.
,, west	... ...	15° W. longitude.

There was a "forbidden belt" which was not to be crossed after the termination of the preliminary cruise by vessels of either side. This belt was included between a line drawn from Brow Head to latitude 47° 20′ N., longitude 15° W., and another line parallel to the first, drawn from the point at which the 9th meridian cuts the South Coast of Ireland to latitude 47° 20′ N.

Territory was assigned to the two sides as follows :—

On the South Coast of England—

From Stoke Point to the Lizard, both included ... ... Red

On the West Coast of Great Britain—

From Rhossili Point to St. Bees Head, both included, with Anglesea and Holyhead Island ... ... Blue

On the East Coast of Ireland—

From White Head to Orlock Point, both included ... ... Red
From Clogher Head to Galley Head, both included ... ... Blue

On the West Coast of Ireland—

From Brow Head to Recnada Point, both included ... ... Red
From Bunbane to Broadhaven Bay, both included ... ... Blue

The Scilly Isles, the Isle of Man, the Scotch Islands, and the remaining coasts of the United Kingdom not specified as being Red or Blue were "neutral." For the purposes of these Manœuvres, "neutral" waters were to extend one mile beyond the 5-fathoms line off "neutral" territory.

The Red ports, Belfast, Bantry Bay, Falmouth, and its roads were assumed to be fortified, and Red ships in them were not open to attack by ships ; but no Red port was to give security to ships against torpedo-boat attack, except the portion of Belfast Lough to the westward of a line joining Carrickfergus Castle and Cultra Mill Stump. The Blue ports, Queenstown and the Shannon, were assumed to be fortified, and Blue ships in them were not open to attack of any kind. Red torpedo-boats in Belfast Harbour were secure against attack. Blue torpedo-boats in Milford Haven, Holyhead, Piel (near Barrow-in-Furness), Queenstown, Kingstown, and Waterford were secure against attack. Other ports were to give no protection. Ships of Group (1) or (2) going into Milford Haven would be out of action for 24 hours ; but Blue ships already out of action from other causes might go there and stay until the term for which they were out of action had expired.

The vessels of one side were not permitted to reconnoitre the ports assigned to the other, unless permission was given, until "hostilities" began.

The fleets and torpedo-boat flotillas, together with the torpedo-boat stations, are given in the following list :—

RED SIDE.

VICE-ADMIRAL R. O'B. FITZROY, C.B.

The A Fleet.		The B Fleet.	
Vice-Admiral R. O'B. FitzRoy, C.B.		Rear-Admiral A. T. Dale.	
1*st Assembly*, *Portland*.		1*st Assembly*, *Bearhaven*.	
2*nd* ,, *Falmouth*.		2*nd* ,, ,,	
Group (1).	*Royal Sovereign*.	Group (1).	*Empress of India*.
	Resolution.		*Repulse*.
	Devastation.		*Conqueror*.
	Blenheim.		*Astræa*.
	Endymion.		*Theseus*.
	Bonaventure.		*Gibraltar*.
Group (2).	*Brilliant*.	Group (2).	*Latona*.
	Sappho.		*Andromache*.
	Scylla.		*Medea*.
	Terpsichore.		*Medusa*.
	Thetis.		*Pearl*.
	Rainbow.		*Barrosa*.
Group (3).	*Speedy*.	Group (3).	*Alarm*.
	Circe.		*Onyx*.
	Renard.		*Sheldrake*.
	Seagull.		*Gossamer*.
	Speedwell.		
	Antelope.		
	Rattlesnake.		
	Spider.		
	Havock.		
	Hornet.		

Torpedo-Boat Flotilla, &c.

1*st Assembly*, *Portland*.

2*nd* ,, *Belfast*.

Special Service Vessel.	Torpedo Boats.*	Station.
Rupert	*45*, *52*, *53d*, *80d*, *85*, *87*.	Belfast.

* Divisional torpedo-boats are distinguished by the letter *d* placed after their numbers.

BLUE SIDE.

REAR-ADMIRAL E. H. SEYMOUR, C.B.

The "C" Fleet.		The "D" Fleet.	
Rear-Admiral E. H. Seymour, C.B.		Rear-Admiral E. C. Drummond.	
1st Assembly, Torbay. *2nd ,, Queenstown.*		*1st Assembly, Milford Haven.* *2nd ,, The Shannon.*	
Group (1).	Alexandra. Barfleur. Benbow. Inflexible. Colossus. Edinburgh. St. George.	Group (1).	Warspite. Aurora. Galatea. Australia.
Group (2).	Mersey. Melampus. Tribune. Intrepid. Iphigenia. Indefatigable. Pique.	Group (2).	Sybille. Naiad. Apollo.
Group (3.)	Niger. Jason. Leda.	Group (3.)	Hebe. Jaseur.* Salamander.

Torpedo-Boat Flotilla, etc.

1st Assembly, Falmouth.
2nd ,, The respective Stations.

Special Service Vessels.	Torpedo-Boats.†	Stations.
Curlew	50, 59, 60*d*	Holyhead.
Traveller	26,‡ 27, 93*d*	Waterford.
Magnet	66, 77, 79*d*	Kingstown.
Bullfrog	64, 65, 67*d*	Milford Haven.
Basilisk	81*d*, 83, 84	Queenstown.
Trent	72*d*, 73, 74	Piel (near Barrow-in-Furness).

* Replaced by Dryad.
† Divisional torpedo-boats are distinguished by the letter *d* placed after their numbers.
‡ Replaced by No. 78.

The following Officers were appointed to act as Umpires :—

Vice-Admiral Sir W. Hunt Grubbe, K.C.B.

Rear-Admiral James E. Erskine.

Rear-Admiral Hilary G. Andoe, C.B.

After the completion of a week's preliminary cruise the several fleets repaired to the places of second assembly, and, having been reported ready, were ordered to put to sea and proceed each to a particular rendezvous. That for the A Red Fleet was in latitude 48° 30′ N., longitude 6° 30′ W., and that for the B Red Fleet was in latitude 51° 25′ N., longitude 12° 30′ W. The rendezvous for the C Blue Fleet was in latitude 50° N., longitude 9° W., and that for the D Blue Fleet in latitude 52° 30′ N., longitude 12° 30′ W. The several rendezvous were made known to the officers commanding fleets on the same side, but not to those on the opposite side.

On the 2nd August the several fleets proceeded to the rendezvous named above, having been ordered to do so by telegram containing an announcement that "hostilities" were to begin at 9 p.m. on the 3rd August. At 11 a.m. on the 3rd the time of beginning "hostilities" was made known to the torpedo-boat stations and signal stations.

The plan of the Blue side was the following :—

The C Fleet was to unite with the D Fleet ; first, in order to preserve the latter from defeat by A or B singly ; second, that, being united, the Blue side might be so superior to either A or B as to be certain of overpowering them if one was met alone, and might have a chance of conquering both the Red Fleets united, or at least of avoiding defeat, if the latter had been weakened by the operation of the Blue torpedo-boats, by detaching ships, or by other cause. It was the object of the Admiral commanding the Blue side to place his whole force between the two Fleets of his "enemy," so as to fall on them singly with his superior force, or else to keep them from uniting, and watching an opportunity of overwhelming one or the other of them. The narrowest channel being the easiest to guard, the North Channel was selected for the purpose.

As regards the Blue torpedo-boats, the Admiral decided at the beginning of "hostilities" to move farther north those attached to the Queenstown station, and to use the boats at the four stations, Waterford, Kingstown, Milford, and Holyhead, against, primarily, the A Red Fleet if trying to push north ; and, secondly, any of the enemy passing through the channel. The boats attached to the Piel Station were to operate nightly towards Belfast with the **Intrepid**, cruiser, to escort and scout for them. If the weather did not permit this, the boats were to shelter under the N.E. part of the Isle of Man, and look out for Red ships trying to slip round that way. To support the torpedo-boats—besides the **Intrepid**—the **Iphigenia**, **Leda**, anh **Jason** were to be detached.

On the 3rd of August, at 9 p.m., the C Blue Fleet left its rendezvous, and made its way to the northward by a route pre-arranged with the D Fleet, so that the Blue Fleets should not pass or miss each other.

On the 4th August, when off Carnsore Point, the **Niger** was detached to communicate with the signal station. She returned with the news that three cruisers had passed Blacksod Bay at 8 a.m. As these ships had not answered the challenge it was concluded that they belonged to the B Red Fleet.

In the meantime the D Blue Fleet had been proceeding at 14 knots towards the North Channel, having left its rendezvous when "hostilities" began. At 12.30 p.m. it sighted two cruisers off the Bloody Foreland, which the look-out ships reconnoitred and reported to be "enemies." These cruisers kept following the D Fleet, but out of range. At 9 p.m. three torpedo-boats were observed. They steamed to the southward, inside the Maidens. At 10.20 p.m. the D Fleet was attacked by three torpedo-boats which, it was claimed, were all under a heavy fire in the rays of the electric light. One boat fired her torpedo but it did not hit a ship.

At 11·15 p.m. the **Apollo**, **Naiad**, **Sybille**, and **Hebe**, were detached to endeavour to catch torpedo-boats returning to Belfast and to look out for the approach of

the B Red Fleet. On the 5th August, at 12.40 a.m., the C Blue Fleet was sighted. At 2 a.m. a second attack was made by torpedo-boats, but without result.

At 2.30 a.m. the C and D Fleets met about five miles to the northward of the Calf of Man, and proceeded in company towards the North Channel with the intention of keeping B Red Fleet out of Belfast and driving it back into the Atlantic.

Both the A and the B Red Feets left their respective rendezvous when "hostilities" began at 9 p.m. on the 3rd August. The speed of the Fleet, at first 10 knots, was increased to 12, and subsequently to 15. On the afternoon of the 4th August it was ordered that no firing was to take place at torpedo-boats. The "catchers" were to drive them off and return to their station. No lights were to be shown except to avoid collision. The cruisers *Brilliant*, *Rainbow*, *Sappho*, *Scylla*, *Terpsichore*, and *Thetis*, and the gun-boats *Antelope*, *Rattlesnake*, *Circe*, and *Renard* were detached to proceed on "Cruisers' line of advance." These vessels were to steam at 17 knots, shaping a course to pass in mid-channel off the Tuskar, and then proceed to join the B Fleet off Rathlin. The object was to form a squadron which, being seen at night, might pass for their own (A) fleet, and draw off the enemy's main fleet, but go at too great speed for hostile torpedo-boats to do it any mischief. This detached squadron had orders to get back on to the line of advance of the rest of the A Fleet, which after passing Strangford would be about three hours and a half astern of them.

On leaving its rendezvous the B Red Fleet proceeded at 12 knots for Malin Head, the *Latona* and *Andromache* being sent on ahead at full speed to get news of the D and C Fleets and also to communicate with Whitehead Signal Station. The *Medea* and *Medusa* were also sent on at full speed to obtain news of the D Fleet, but with orders not to go east of Malin Head. At 9.10 p.m. on the 4th August, the *Pearl* was sent forward to meet the *Andromache*, and at 10.10 the latter ship closed and reported having sighted D Fleet at 1 p.m., 12 miles north of Arran Island, and that the *Latona* and *Andromache* had been chased back 5 miles, and had then followed up the "hostile" fleet which passed Rathlin at 8 p.m.

At 5.10 a.m. on the 5th August, the combined Blue Fleets, composed of 11 ships of group (1), 8 of group (2), and 3 of group (3), were sighted on the port bow of the B Red Fleet. The Blue Fleets manœuvred with a view to placing themselves so as to prevent the B Fleet from getting into Belfast. At 5.48 a.m. the engagement began, and was continued till 6.40 a.m., by which time all the B Fleet, except the *Barrosa*, which came in about an hour afterwards, had passed the line joining Orlock Point and White Head, that is to say, had got within the limits of Belfast Lough. In making for Belfast the B Fleet passed within about 6 cables of the Maidens. This was held by the Umpires to constitute a breach of Rule 39, which entailed the penalty of being put out of action for 24 hours.

The C and D Blue Fleets now stood to the southward to look for the A Red Fleet, which was observed approaching at 10.10 a.m.* An engagement began, and the B Red Fleet soon appeared on the scene, having followed the Blue Fleets from Belfast. At 12.30 p.m., the regulated period having expired, the action ceased, and both sides returned to port to await the decision of the Umpires. This was to the effect that the B Fleet, being already "out of action," could not be considered a reinforcement of the A Fleet, which therefore was outnumbered by the proportion laid down in the Rules. The Umpire's decision did not reach the Fleets until after the action had taken place, and the Admiral of the A Fleet, when engaging in it, was not aware that so large a portion of his force as the whole B Fleet, which had actually come into action, was disqualified from giving him effectual support, or indeed any support at all.

No ship was put out of action by a torpedo boat. The lightness of the nights seems to have had a two-fold effect. No. *80* (Red side) in evading a "catcher" at first missed the Blue Fleet, but managed to keep up with it, and got within range of the rear ship, which was not attacked because she was supposed to belong to Group (3), a class exempted from torpedo attack by the Rules. The light apparently was not sufficient to

* The A Red Fleet reports having observed the opposing ships at 9.55 a.m.

permit the real character of the ship to be ascertained. On the other hand, it is reported that the nights were never really dark enough to afford concealment to the torpedo-boats. The Torpedo-Lieutenant in command of No. *80* makes the interesting observation that, owing to the speed of the "hostile" fleet, the boats were unable to regain their position for attack when once it had been lost. From this it seems permissible to infer that high speed will be of itself no unimportant protection to ships traversing at night narrow waters infested by torpedo-boats. The torpedo-boat operations were upon a too restricted scale to supply much valuable instruction; but, as far at they went, they tend to confirm the view that the most effective employment of the torpedo-boat in war will be limited to sending her to attack an enemy's ship in a known position within the boat's range of action, and that the whereabouts of the enemy must be first ascertained and be communicated to the Commander of the boat. The necessity of combining with torpedo-boats vessels of other and larger classes to scout and discover the enemy—where exact information as to his position cannot be obtained by other means—seems to be established, and, if so, it carries with it the obligation to consider a mere flotilla of torpedo-boats by themselves as a belligerent factor of distinctly imperfect efficiency.

The Manœuvre operations were brought to a close by Admiralty order at 6 p.m. on the 7th August.

ADMIRALTY,

7th February 1895.

NAVY.

STATEMENT

OF

PROPOSED NAVAL WORKS.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
By DARLING & SON, Ltd., 1, 2, 3 & 5, Great St. Thomas Apostle, E.C.

And to be purchased, either directly or through any Bookseller, from
EYRE and SPOTTISWOODE, East Harding Street, Fleet Street, E.C.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh; and 90, West Nile Street, Glasgow; or
HODGES, FIGGIS & Co., Ltd., 104, Grafton Street, Dublin.

1895.

[C.—7680.] *Price* ½*d.*

NAVY.

STATEMENT OF PROPOSED NAVAL WORKS.

NEW WORKS.	Total Estimated Expenditure.	
	Already sanctioned by Parliament.*	New Proposals.
(A.) Enclosure and Defence of Harbours against Torpedo Attack :—		
Gibraltar—	£	£
Completion of present Mole	63,000	—
Extension of do.	310,000	—
Detached Mole	—	585,000
Deepening Harbour...	—	48,000
Dolphins	—	48,000
Portland—		
Breakwater	—	650,000
Dover—		
Breakwater, &c.	—	1,920,000
	373,000	3,251,000
(B.) Adapting Naval Ports to present Needs of Fleet :—		
Deepening Harbours and approaches	855,000	—
Keyham Dockyard Extension	1,920,000	—
Portsmouth Docks	239,000	—
Gibraltar Dock	361,000	—
Hong Kong Dockyard Extension	—	290,000
	3,375,000	290,000
(C.) Naval Barracks, &c.:—		
Chatham Naval Barracks	347,000	—
Portsmouth do.	—	595,000
Walmer Marine Depôt (Extension)	20,000	—
Keyham Engineers' College (Extension)	30,000	—
	397,000	595,000
(D.) Superintendence and Miscellaneous Charges ...	121,000	179,000
	4,266,000	4,315,000
	8,581,000	

* The figures given in this column are the estimates for these works, after deducting the estimated expenditure up to the end of 1894–95, as shown in Parliamentary Return No. 216 of 1894.

EVAN MACGREGOR,

Secretary.

ADMIRALTY, 12*th March* 1895.

A 15182—750—3/95—Wt G 13 D & S.

NAVY.

Statement of Proposed Naval Works.

Presented to Parliament by command of Her Majesty.

ADMIRALTY,
12*th March* 1895.

DARLING & SON, Printers to H.M. Stationery Office, 1, 2, 3, & 5, Great St. Thomas Apostle, E.C.

RETURN to an Order of the Honourable The House of Commons, dated 22 April 1895;—*for*,

COPY "of DESCRIPTION of the new FIRST CLASS CRUISERS, for the commencement of which provision is made in the Navy Estimates for 1895-6."

Admiralty, 22 April 1895.

EVAN MACGREGOR, Secretary.

DESCRIPTION of the new FIRST CLASS CRUISERS, for the commencement of which provision is made in the Navy Estimates for 1895-96.

WHEN the Statement of the First Lord explanatory of the Navy Estimates for 1895-96 was presented, the designs for the four First Class Cruisers, proposed to be laid down, had not been completed; consequently details could not be furnished. Since that date these designs have been completed and approved by the Board.

The principal dimensions are as follows:—

Length between perpendiculars	435 feet.
Length on the water line	455 feet.
Breadth	69 feet.
Mean draught with keel	25 ft. 3 in.
Displacement, about	11,000 tons.

The armament will include—

Fifteen 6-inch quick-firing guns,
Fourteen 12-pounders, quick-firers, and
Twelve 3-pounders,
besides smaller machine guns.

The torpedo armament will include two submerged tubes and one stern tube.

The protective arrangements to engines, boilers, magazines, and other vital portions will be practically identical with those of the "Powerful" and "Terrible."

The new cruisers will also resemble the "Powerful" in the protection of the armament and the arrangements for the transport of the ammunition from the magazines to the fighting positions.

They will resemble the "Royal Arthur" and "Crescent" in having considerable height of freeboard with a long forecastle.

The steel hulls will be wood-sheathed and coppered, so that the vessels may keep the sea for long periods without serious loss of speed.

The measured mile speed, with natural draught, will be about 20½ knots, which should give, with the type of boiler to be used, a continuous sea speed for smooth water and clean bottom of about 19 knots an hour.

Coal bunker capacity for about 2,000 tons will be provided, half of this being carried at the above-stated draught and displacement.

NAVY (FIRST CLASS CRUISERS).

COPY of DESCRIPTION of the new FIRST CLASS CRUISERS, for the commencement of which provision is made in the Navy Estimates for 1895–96.

(*Mr. Edmund Robertson.*)

Ordered, by The House of Commons, *to be Printed,*
22 *April* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE and SPOTTISWOODE, East Harding-street, Fleet-street, E.C.,
and 32, Abingdon-street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover-street, Edinburgh, and
90, West Nile-street, Glasgow; or
HODGES, FIGGIS, & Co., LIMITED, 104, Grafton-street, Dublin.

[*Price* ½ *d.*]

214.

AN ACCOUNT

SHOWING THE

RECEIPT AND EXPENDITURE

OF

NAVAL PRIZE BOUNTY, SALVAGE, AND OTHER MONEYS,

BETWEEN THE

1st April 1894 and the 31st March 1895.

Admiralty,
25 June 1895.

EVAN MACGREGOR,
Secretary.

(*Presented pursuant to Act* 27 *&* 28 *Vict. c.* 24.)

Ordered, by The House of Commons, *to be Printed,*
26 *June* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, East Harding Street, Fleet Street, E.C.,
and 32, Abingdon Street, Westminster, S.W.; or
JOHN MENZIES & Co., 12, Hanover Street, Edinburgh, and
90, West Nile Street, Glasgow; or
HODGES, FIGGIS, & Co., Limited, 104, Grafton Street, Dublin.

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

(Prepared pursuant to Her Majesty's Order in Council of the

	£. s. d.	£. s. d.
UNCLAIMED SHARE ACCOUNT PRIOR TO 1ST APRIL 1865:		
To Balance of Unclaimed Prize, Bounty, Salvage, and other Moneys remaining on the 1st April 1894 - - - - - - - - -	- -	3,979 11 5
GOVERNMENT PER-CENTAGE ACCOUNT:		
To Balance of Amount of per-centage deductions remaining on the 1st April 1894 - - - - - - - - - - - - -	13,781 7 5	
To Amount of per-centage deductions from the net sums distributable, brought to account in the year - - - - - - - - -	164 7 8	
		13,945 15 1
PRIZE FORFEITURES BY DESERTION, &c.:		
To Balance of Amount of Shares forfeited by Desertion, &c., remaining on the 1st April 1894 - - - - - - - - - -	1,940 8 2	
To Amount of Shares forfeited by Desertion, &c., brought to account during the year - - - - - - - - - - - - - -	5 12 4	
		1,946 - 6
SLAVE AND TONNAGE BOUNTIES:		
To Balance of the Proceeds of the Sale of certain Slave Vessels, including Slave and Tonnage Bounties awarded, remaining on the 1st April 1894 -	8,145 8 9	
To Proceeds of the Sale of certain Slave Vessels captured by Her Majesty's Ships, including the amount of Slave and Tonnage Bounties awarded, &c., paid to the Naval Prize Account of Her Majesty's Paymaster General at the Bank of England between 1st April 1894 and 31st March 1895, under Her Majesty's Order in Council of the 5th December 1865 (pursuant to Act 27 & 28 Vict. c. 24), viz., by,—		
H.M.S. "Blanche" Commission, 30 Dec. 1890 - - -	435 16 1	
H.M.S. "Philomel" - ditto - 10 Nov. 1891 - - -	2,641 3 6	
H.M.S. "Racoon" - ditto - 2 April 1891 - - -	388 12 11	
H.M.S. "Sparrow" - ditto - 13 May 1890 - - -	5 19 6	
H.M.S. "Thrush" - ditto - 25 Aug. 1891 - - -	73 13 -	
		11,690 13 9
Carried forward - - - £.		31,562 - 9

SALVAGE, and other MONEYS, between the 1st April 1894 and the 31st March 1895.

5th December 1865, under Act 27 & 28 Vict. c. 24.)

	Payments. £. s. d.	Balances. £. s. d.
UNCLAIMED SHARE ACCOUNT PRIOR TO 1ST APRIL 1865:		
Note.—The sum of 36,000 *l.* (in addition to the 173,000 *l.* referred to in the Annual Account for 1854–55, Parliamentary Paper, No. 233, of Session 1855) was transferred from this Account to the Consolidated Fund, between 1st April 1855 and 31st March 1865, and is available, under the 17th section of Act 27 & 28 Vict. c. 24, for the payment of any claim on account thereof, which the Naval Prize Cash Balance may not be sufficient to meet.		
By Amount paid out of Balance, per contra	8 7 7	
By Balance, 31st March 1895	-	3,971 3 10
GOVERNMENT PER-CENTAGE ACCOUNT:		
By Balance, 31st March 1895	-	13,945 15 1
PRIZE FORFEITURES BY DESERTION, &c.:		
By Balance, 31st March 1895	-	1,946 - 6
SLAVE AND TONNAGE BOUNTIES:		
By Amount paid during the year out of the Balance and Receipts, per contra, viz.:—		
Forfeited Slave and Tonnage Bounties, 1877–78 (unclaimed)	- - 7	
Ditto - - ditto - - 1881–82 ditto - -	1 15 6	
Ditto - - ditto - - 1882–83 ditto - -	11 6 -	
Ditto - - ditto - - 1883–84 ditto - -	7 8 9	
Ditto - - ditto - - 1887–88 ditto - -	- 4 2	
Slavers captured by H.M.S. "Algerine," Commission, 7 Oct. 1886	5 18 1	
Ditto - H.M.S. "Blanche" - ditto - 30 Dec. 1890	874 18 2	
Ditto - H.M.S. "Boadicea" - ditto - 24 April 1888	1 - 10	
Ditto - H.M.S. "Conquest" - ditto - 12 April 1889	1 1 10	
Ditto - H.M.S. "Cossack" - ditto - 1 Jan. 1889	1 2 3	
Ditto - H.M.S. "Kingfisher" ditto - 11 Nov. 1884	12 4 6	
Ditto - H.M.S. "Magicienne" ditto - 15 April 1890	5 17 7	
Ditto - H.M.S. "Mariner" - ditto - 10 Jan. 1889	- 3 3	
Ditto - H.M.S. "Philomel" - ditto - 10 Nov. 1891	2,155 7 8	
Ditto - H.M.S. "Racoon" - ditto - 2 April 1891	572 - 2	
Ditto - H.M.S. "Reindeer" - ditto - 8 April 1888	4 7 6	
Ditto - H.M.S. "Sparrow" - ditto - 13 May 1890	5 19 6	
Ditto - H.M.S. "Thrush" - ditto - 25 Aug. 1891	6 1 6	
Ditto - H.M.S. "Turquoise" - ditto - 3 Nov. 1887	- 9 1	
Ditto - H.M.S. "Starling" - ditto - 17 July 1886 (Previously charged to Salvage).	2 5 -	
By Balance, 31st March 1895	-	8,021 1 10
Carried forward - - - £.	3,677 19 6	27,884 1 3

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£. s. d.	£. s. d.
Brought forward - - -	- -	31,562 - 9
SALVAGE SERVICES RENDERED BY HER MAJESTY'S SHIPS:		
To Balance of Amount recovered from Owners of certain Merchant Vessels for Salvage Services rendered to them by Her Majesty's Ships, remaining on the 1st April 1894 - - - - - - - - - -	2,610 10 10	
To Amount recovered from Slave and Tonnage Bounties previously charged to this Account - - - - - - - - - -	2 5 -	
		2,613 4 10
BOUNTY FOR DESTRUCTION OF PIRATES:		
To Balance of Amount of Bounty Money awarded to the Officers and Crews of Her Majesty's Ships, under Votes of Parliament, for the destruction of Pirates, remaining on the 1st April 1894 - - - - - - -	- -	3,980 3 6
BOOTY CAPTURED IN PEGU:		
To Balance of portion of Booty captured in Pegu by the Naval and Military Forces in 1852–3, allotted to the Officers and Crews of Her Majesty's Ships, remaining on the 1st April 1894 - - - - - - -	- -	885 - 11
BOOTY CAPTURED IN CHINA:		
To Balance of portion of Booty captured at Canton by the Naval and Military Forces, on the 28th and 29th December 1857, awarded to the Naval Squadron, and remaining on the 1st April 1894 - - - - -	- -	1,141 1 -
GRANT FOR SPECIAL SERVICE ON THE CHINA STATION:		
To Balance of Amount voted by Parliament to the Naval Forces employed on the China Station between the 1st October 1856 and 26th June 1858 (30 days' additional pay), remaining on the 1st April 1894 - - -	- -	5,851 15 11
CAPTURES FOR BREACH OF BLOCKADE OF THE CANTON RIVER:		
To Balance of the Net Proceeds of Junks captured by Her Majesty's Ships between the 29th August and 19th December 1857, remaining on the 1st April 1894 - - - - - - - - - - - -	- -	1,068 1 10
INDIAN PRIZE MONEY:		
To Balance of Shares allotted to the Naval Brigade of Her Majesty's Ship "Shannon," employed at Lucknow during the Indian Mutiny, remaining on the 1st April 1894 - - - - - - - - - -	303 17 -	
To Balance of Shares of the Satassee Booty captured by the Sarun Field Force on the 11th January 1858, allotted to the Naval Brigade of Her Majesty's Ship "Pearl," employed on shore during the Indian Mutiny, remaining on the 1st April 1894 - - - - - - - - -	442 4 11	
		746 1 11
Carried forward - - - £.		47,847 10 8

SALVAGE, and other MONEYS, between the 1st April 1894 and the 31st March 1895—*continued.*

	PAYMENTS.			BALANCES.		
	£.	s.	d.	£.	s.	d.
Brought forward - - -	3,677	19	6	27,884	1	3
SALVAGE SERVICES RENDERED BY HER MAJESTY'S SHIPS:						
By Amount paid out of the Balance and Receipts, per contra, viz.:—						
Salvage Service rendered to the "Ava," by H.M.S. "Retribution"		15	7			
Ditto - - ditto - "Kim-Ho-Hin," by H.M.S. "Ocean" - - - -		2	7			
By Balance, 31st March 1895 - - - - - - - - -	-		-	2,612	6	8
BOUNTY FOR DESTRUCTION OF PIRATES:						
By Balance, 31st March 1895 - - - - - - - - -	-		-	3,980	3	6
BOOTY CAPTURED IN PEGU:						
By Balance, 31st March 1895 - - - - - - - - -	-		-	885	2	11
BOOTY CAPTURED IN CHINA:						
By Amount paid out of Balance, per contra - - - - - -		7	9			
By Balance, 31st March 1895 - - - - - - - - -	-		-	1,140	13	3
GRANT FOR SPECIAL SERVICE ON THE CHINA STATION:						
By Balance, 31st March 1895 - - - - - - - - -	-		-	5,851	15	11
CAPTURES FOR BREACH OF BLOCKADE OF THE CANTON RIVER:						
By Amount paid out of the Balance, per contra - - - - -	2	12	3			
By Balance, 31st March 1895 - - - - - - - - -	-		-	1,065	9	7
INDIAN PRIZE MONEY:						
By Balance, 31st March 1895 - - - - - - - - -	-		-	746	1	11
Carried forward - - - £.	3,681	17	8	44,165	13	-

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£.	s.	d.
Brought forward - - -	47,847	10	8
GRANT FOR STORES CAPTURED AT KERTCH AND YENIKALE IN 1855:			
To Balance of portion of the Grant of Parliament for Stores captured at Kertch and Yenikale in 1855 by the Naval and Military Forces, allotted to Her Majesty's Ships, remaining on the 1st April 1894 - - - - - - - - - - - - - - - -	7,026	-	11
CAPTURES AT MAGDALA:			
To Balance of Amount of the Shares allotted to the Naval Brigade (Seamen of Her Majesty's Ships "Dryad," "Octavia," and "Satellite") out of the sum of 2,000*l.* given by Her Majesty's Government for the Crown and Chalice taken at Magdala, remaining on the 1st April 1894 - - - - - - - - - - - - - - - -	6	14	10
CAPTURES FOR BREACH OF THE FOREIGN ENLISTMENT, MERCHANT SHIPPING, &c., ACTS:			
To Balance of Amounts allotted to the Officers and Crews of Her Majesty's Ships out of the proceeds of the sale of the Cargoes and Vessels captured for breach of the Foreign Enlistment, Merchant Shipping, &c., Acts, remaining on the 1st April 1894 - - - -	183	14	11
£.	55,064	1	4

Admiralty,
1 June 1895.

The foregoing Account has been examined with the Books, Vouchers, and other Documents kept

Examined,
W. A. Impey.

Exchequer and Audit Department,
18 June 1895.

SALVAGE, and other MONEYS, between the 1st April 1894 and the 31st March 1895—*continued.*

	Payments.	Balances.
	£. s. d.	£. s. d.
Brought forward - - -	3,681 17 8	44,165 13 –
GRANT FOR STORES CAPTURED AT KERTCH AND YENIKALE IN 1855:		
By Balance, 31st March 1895 - - - - - - - - -	- -	7,026 – 11
CAPTURES AT MAGDALA:		
By Amount paid out of Balance, per contra - - - - -	– 8 11	
By Balance, 31st March 1894 - - - - - - - - -	- -	6 5 11
CAPTURES FOR BREACH OF THE FOREIGN ENLISTMENT, MERCHANT SHIPPING, &c., ACTS:		
By Balance, 31st March 1895 - - - - - - - - -	- -	183 14 11
	3,682 6 7	*51,381 14 9
		3,682 6 7
	£.	55,064 1 4

	£. s. d.
(*£.49,200 of this Balance has been transferred to the Consolidated Fund since 1st April 1865, under Section 17 of Act 27 & 28 Vict. c. 24) - - - - -	49,200 – –
Balance in the hand of Her Majesty's Paymaster General - - - - - - - - -	2,181 14 9
	£. 51,381 14 9

G. FitzGerald,
Accountant General of the Navy.

in the Accountant General's Department at the Admiralty, and is found correct.

C. L. Ryan,
Comptroller General of Her Majesty's Exchequer, and Auditor General of Public Accounts.

STATEMENT showing the AWARDS for SLAVE CAPTURES, SALVAGE SERVICES, &c., brought into Distribution between the 1st April 1894 and the 31st March 1895.

NAME OF SHIP.	NAME OF PRIZE, &c.	Date of Capture, &c.	Amount of Award, &c.	Date of Distribution.
			£. s. d.	
Blanche - -	Dhow, name unknown, and 8 slaves - - - -	11 March 1893	339 17 6	3 April 1894
Ditto - -	Dhow "Ivakal" - - -	25 September „	435 16 1	10 Aug. „
Philomel - -	Dhow "Fatalkhari," and 65 slaves - - - -	22 April „	725 7 –	29 June „
Ditto - -	Dhow "Salaama," and 42 slaves	1 May „	843 11 –	29 „ „
Ditto - -	Dhow "Fatheklee," and 77 slaves - - - -	9 April „	972 – –	26 Feb. 1895
Ditto - -	Dhow, name unknown - -	30 January 1894	55 12 6	26 „ „
Ditto - -	Canoe, name unknown - -	5 May „	8 15 6	26 „ „
Ditto - -	Five slaves - - - -	13 May „	35 17 6	26 „ „
Racoon - - -	Dhow "Chekanas," and 32 slaves - - - -	15 November 1893	385 16 11	13 Nov. 1894

G. FitzGerald,
Accountant General of the Navy.

NAVAL PRIZE MONEY.

ACCOUNT showing the Receipt and Expenditure of Naval Prize, Bounty, Salvage, and other Moneys, between the 1st April 1894 and the 31st March 1895.

(*Presented pursuant to Act* 27 *&* 28 *Vict. c.* 24.)

Ordered, by The House of Commons, *to be Printed,*
26 *June* 1895.

[*Price* 1½*d.*]

331.. *Under* 2 *oz.*

NAVY (ENGINES AND BOILERS OF SHIPS).

RETURN to an Order of the Honourable The House of Commons, dated 26 April 1895; —*for*,

COPY "of Tables of HORSE POWERS, WEIGHTS, &c., of ENGINES and BOILERS of certain Ships of the Royal Navy."

Admiralty, 26 April 1895.

R. D. AWDRY, Assistant Secretary.

(*Mr. Edmund Robertson*).

Ordered, by The House of Commons, *to be Printed*, 26 *April* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

COPY of Tables of HORSE-POWERS, WEIGHTS, &c., of

TABLE A.—BATTLESHIPS.

	SHIP.	Indicated Horse-power on Trial, Natural Draught.	Air Pressure.	Indicated Horse-power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
						Machinery Complete.	Boilers.	Grate.	Total Heating.	
			Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
	Benbow [1]	8,662	–	10,853	1·3	1,274	717·2	798	20,500	1
	Howe [1]	7,730	–	11,725	2·4	1,151	608·4	756	20,726	2
	Rodney [1]	8,259	–	11,158	1·4	1,159	636·5	756	20,726	3
	Camperdown [1]	8,605	–	11,739	2·4	1,276	695·5	826	20,500	4
	Collingwood [1]	8,100	–	9,570	1·1	1,244	736·1	810	20,776	5
	Anson [1]	8,305	0·2	12,585	1·9	1,149	612·1	797	20,296	6
	Average	8,277	–	11,271	1·7	1,209	667·6	790	20,587	7
	Nile [2]	9,106	0·5	12,109	1·7	1,017	537·7	600	19,560	8
	Trafalgar [2]	8,520	0·5	12,822	2·1	1,013	501·2	659	18,300	9
	Average	8,813	0·5	12,465	1·9	1,015	519·4	629	18,930	10
	Hero [3]	4,351	–	6,162	1·0	817	483·9	507	14,377	11
A.	Hood [4]	9,539	0·4	11,446	1·0	1,155	583·4	734	20,034	12
A.	Empress of India [4]	9,508	0·5	11,625	1·0	1,149	581·1	728	20,034	13
A.	Repulse [4]	9,588	0·4	11,314	0·9	1,149	586·6	718	20,034	14
A.	Royal Sovereign [4]	9,661	0·4	13,363*	1·6	1,159	597·9	718	20,034	15
A.	Ramillies [4]	9,443	0·2	11,571	0·3	1,159	587·7	711	20,132	16
A.	Resolution [4]	9,248	0·2	11,402	0·6	1,161	608·1	765	21,178	17
A.	Revenge [4]	9,220	0·2	11,536	0·4	1,158	607·2	765	21,178	18
A.	Royal Oak [4]	9,235	0·2	11,608	0·9	1,216	610·3	710	20,160	19
	Average	9,430	0·3	11,500	0·8	1,163	595·3	731	20,348	20
B.	Barfleur [5]	9,934	–	13,163	1·7	1,302	668·4	774	22,317	21
B.	Centurion [5]	9,711	0·18	13,214	1·5	1,307	660·6	774	22,317	22
	Average	9,822	0·09	13,188	1·6	1,304	664·5	774	22,317	23

* Omitted from average.

Vessels built before the Naval Defence Act.

[1] Vertical 3-cylinder compound engines, with twin screws running about 100 revolutions per minute at full power. Stroke, 3 feet 9 inches; piston speed, 750 feet per minute ("Collingwood," 95 revolutions per minute; 3 feet 6 inches stroke; piston speed, 665 feet per minute). Boilers of the single-ended return-tube type, 12 in number, with three furnaces in each; load on safety-valves, 90 lbs. per square inch ("Anson" has eight 4-furnace boilers, carrying 100 lbs. of steam). Boilers placed in four compartments, arranged back to back against a middle-line bulkhead.

[2] Vertical 3-cylinder triple-expansion engines, with twin screws running at 95 revolutions per minute at full power. Stroke, 4 feet 3 inches; piston speed, 807 feet per minute; fitted with six single-ended return-tube boilers; boiler pressure, 135 lbs. per square inch.

[3] Two-cylinder compound engines, twin screws, revolutions 109 per minute; stroke, 3 feet; piston speed, 654 feet per minute. Eight single-ended return-tube boilers, with three furnaces in each, loaded to 90 lbs. per square inch.

Engines and Boilers of certain Ships of the Royal Navy.

Table A.—BATTLESHIPS.

	Indicated Horse-power per Ton.				Indicated Horse-power per Square Foot of Grate.		Heating Surface per Indicated Horse-power.		Boiler-Tubes Material.
	Machinery Complete.		Boilers.						
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
							Sq. feet.	*Sq. feet.*	
1	6·8	8·5	12·0	15·1	10·8	13·6	2·3	1·8	Iron.
2	6·6	11·8	11·0	19·2	10·2	15·5	2·6	1·7	Iron.
3	7·1	9·6	12·9	17·5	10·9	14·7	2·5	1·8	Iron.
4	6·7	9·2	12·3	16·8	10·4	14·2	2·3	1·7	Iron.
5	6·5	7·6	11·0	13·0	10·0	11·8	2·5	2·1	Brass.
6	7·2	10·9	13·5	20·5	10·4	15·7	2·4	1·6	Iron.
7	6·8	9·3	12·4	16·9	10·4	14·2	2·4	1·8	
8	8·9	11·9	16·9	22·5	15·1	20·1	2·1	1·6	Steel.
9	8·4	12·6	17·0	25·5	12·9	19·4	2·1	1·4	Iron.
10	8·6	12·2	16·9	24·0	14·0	19·7	2·1	1·5	
11	5·3	7·5	8·9	12·7	8·5	12·1	3·3	2·3	Iron.
12	8·2	9·9	16·3	19·6	13·0	15·6	2·1	1·7	Steel.
13	8·2	10·1	16·3	20·0	13·0	15·9	2·1	1·7	Steel.
14	8·3	9·8	16·3	19·3	13·3	15·75	2·0	1·7	Steel.
15	8·3	11·5	16·1	22·3	13·4	18·6	2·0	1·5	Steel.
16	8·1	9·9	16·0	19·7	13·2	16·2	2·1	1·7	Steel.
17	8·0	9·8	15·2	18·7	12·0	14·9	2·2	1·8	Steel.
18	8·0	9·9	15·1	19·0	12·0	15·0	2·2	1·8	Steel.
19	7·6	9·5	15·1	19·0	13.0	16·3	2·1	1·7	Steel.
20	8·1	10·0	15·8	19·7	12·9	16·0	2·1	1·7	
21	7·6	10·1	14·8	19·7	12·8	17·0	2·2	1·7	Steel.
22	7·4	10·1	14·7	20.0	12·5	17·0	2·2	1·7	Steel.
23	7·5	10·1	14·7	19·8	12·6	17·0	2·2	1·7	

Vessels built under the Naval Defence Act.

[4] Vertical 3-cylinder triple-expansion twin-screw engines, designed to run at 108 revolutions per minute at full power, 13,000 indicated horse-power; stroke, 4 feet 3 inches; piston speed, 918 feet per minute. The valve gear and propellers (except in "Royal Sovereign") are arranged to work at a maximum power of 11,000 indicated horse-power, in order to obtain more economical results at ordinary rates of working. Boilers of the single-ended return-tube type, eight in number, in four compartments arranged back to back against a middle-line division; each boiler has four furnaces with two, three, or four combustion chambers. Load on safety-valves, 155 lbs. per square inch.

[5] Engines generally similar to battleships above; revolutions at full power (13,000 indicated horse-power) 105 per minute. Stroke, 4 feet; piston speed, 840 feet per minute. Boilers similar to above, four furnaces, with two combustion chambers in each. Load on safety-valves, 155 lbs. per square inch.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear, and all fittings in boiler-rooms; also water in boilers at working level.

Copy of Tables of Horse-powers, Weights, &c., of Engines

Table B.—FIRST CLASS CRUISERS.

	SHIP.	Indicated Horse-power on Trial, Natural Draught.	Air Pressure.	Indicated Horse-power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
						Machinery Complete.	Boilers.	Grate.	Total Heating.	
			Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
	Australia [1]	5,810	nil	8,876	1·7	730	413·2	513	15,191	1
	Orlando [1]	5,628	–	8,739	1·0	795	430·2	548	15,795	2
	Undaunted [1]	5,682	–	8,670	1·8	792	425·6	548	15,795	3
	Narcissus [1]	5,353	–	8,589	2·0	770	434·8	535	15,524	4
	Galatea [1]	5,871	–	9,220	1·1	786	434·3	495	15,191	5
	Immorlalité [1]	6,090	–	8,738	2·0	772	440·0	492	15,190	6
	Aurora [1]	5,706	–	9,013	1·2	818	457·5	471	15,832	7
	Average	5,734	–	8,835	1·5	787	433·6	514	15,502	8
	Blake [2]	14,525	0·4	–	–	1,559	787·2	871	27,192	9
	Blenheim [2]	14,924	0·2	21,411	2·0	1,543	754·0	1,135	31,073	10
	Average	14,724	0·3	21,411	2·0	1,551	770·6	1,003	29,132	11
C.	Edgar [3]	10,172	0·3	12,550	0·7	1,135	639·8	849	24,879	12
C.	Hawke [3]	10,761	0·3	12,521	0·4	1,144	628·5	812	24,879	13
C.	Endymion [3]	10,662	0·1	–	–	1,129	654·2	847	25,173	14
C.	Gibraltar [3]	10,445	0·1	–	–	1,178	606·9	746	24,754	15
C.	St. George [3]	10,585	0·1	–	–	1,155	670·7	847	25,173	16
D.	Royal Arthur [3]	10,086	0·4	–	–	1,186	663·1	731	24,828	17
D.	Crescent [3]	10,378	–	–	–	1,188	661·1	860	24,784	18
D.	Grafton [3]	10,956	0·4	13,483	1·1	1,164	644·7	875	24,880	19
D.	Theseus [3]	10,608	0·4	–	–	1,170	650·4	751	24,828	20
	Average	10,517	0·2	12,851	0·7	1,161	646·6	812	24,908	21
	Torpedo Depôt Ship:									
	Vulcan [4]	8,167	0·4	12,062	1·8	988	495·5	564	15,861	22

Vessels built before the Naval Defence Act.

[1] Horizontal twin-screw triple-expansion engines, running 110 and 115 revolutions per minute at full power; stroke, 3 feet 6 inches and 3 feet eight inches; piston speed, 770 and 806 feet per minute; fitted with four double-ended boilers, having three furnaces at each end, with either one or three combustion chambers; steam pressure, 130 lbs. per square inch, except "Aurora" and "Galatea," 135 lbs., and "Australia," 137 lbs.

[2] Twin-screw triple-expansion engines, two complete sets to each screw shaft, running at 105 revolutions at full speed; stroke, 4 feet; piston speed, 840 feet per minute; fitted with six double-ended boilers, four furnaces each end, leading into one common combustion chamber in "Blake"; in "Blenheim," two furnaces from the same end unite in one combustion chamber. Have also one single-ended boiler for auxiliary purposes. Steam pressure, 155 lbs. per square inch.

and Boilers of certain Ships of the Royal Navy—*continued.*

Table B.—FIRST CLASS CRUISERS.

	Indicated Horse-power per Ton.				Indicated Horse-power per Square Foot of Grate.		Heating Surface per Indicated Horse-power.		Boiler-Tubes Material.
	Machinery Complete.		Boilers.						
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
							Sq. feet.	*Sq. feet.*	
1	7·4	11·3	14·0	21·4	11·3	17·3	2·6	1·7	Steel.
2	7·0	10·9	13·0	20·3	10·2	15·7	2·8	1·8	Steel.
3	7·1	10·9	13·3	20·4	10·3	15·8	2·7	1·8	Steel.
4	6·9	11·1	12·3	19·7	10·3	16·0	2·9	1·8	Steel. Stay-tubes. Iron.
5	7·4	11·7	13·5	21·2	11·9	18·6	2·5	1·6	Iron.
6	7·8	11·3	13·8	19·8	12·3	17·7	2·5	1·7	Steel. Stay-tubes. Iron.
7	6·9	11·0	12·4	19·7	12·1	19·1	2·7	1·7	Steel.
8	7·3	11·2	13·2	20·7	11·2	17·2	2·7	1·7	
9	9·3	–	18·4	–	16·6	–	1·8	–	Steel.
10	9·6	13·8	19·7	28·3	13·1	18·8	2·0	1·4	Steel.
11	9·4	13·8	19·0	28·3	14·8	18·8	1·9	1·4	
12	8·9	11·0	15·8	19·6	12·0	14·7	2·4	1·9	Steel.
13	9·4	10·9	17·1	19·9	13·2	15·5	2·3	1·9	Steel.
14	9·4	–	16·3	–	12·5	–	2·3	–	Steel.
15	8·8	–	17·2	–	13·9	–	2·3	–	Steel.
16	9·1	–	15·7	–	12·5	–	2·3	–	Steel.
17	8·4	–	15·2	–	13·7	–	2·4	–	Steel.
18	8·7	–	15·7	–	12·2	–	2·3	–	Steel.
19	9·4	11·5	17·0	20·9	12·5	15·4	2·2	1·8	Steel.
20	9·0	–	16·3	–	14·0	–	2·3	–	Steel.
21	9·0	11·1	16·2	20·1	12·9	15·2	2·3	1·9	
22	8·2	12·2	16·4	24·3	14·4	21·3	1·9	1·3	Steel.

Vessels built under the Naval Defence Act.

[3] Vertical three-cylinder triple-expansion engines, twin screws, engines designed to run at 100 revolutions per minute at full power. Stroke, 4 feet 3 inches; piston speed, 850 feet per minute. The valve-gear and propellers, except in "Edgar," "Hawke," and "Grafton," are arranged to work at a maximum power of 10,000 indicated horse-power, in order to obtain more economical results at ordinary rates of working. Vessels bracketed C have four double-ended and one single-ended boiler; those bracketed D, eight single-ended four-furnace return-tube boilers; steam pressure, 155 lbs. per square inch.

Vessel built before the Naval Defence Act.

[4] Twin-screw triple-expansion engines, running at 100 revolutions per minute at full power. Stroke, 4 feet 3 inches; piston speed, 850 feet per minute; fitted with four double-ended return-tube boilers, and one single-ended boiler for auxiliary purposes; load on safety-valves, 155 lbs. per square inch.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear and all fittings in boiler rooms; also water in boilers at working level.

Table C.—2nd Class Cruisers.

	Ship.	Indicated Horse-power on Trial, Natural Draught.	Air Pressure.	Indicated Horse-power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
						Machinery Complete.	Boilers.	Grate.	Total Heating.	
			Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
	Mersey[1]	4,515	nil	6,628	2·0	552	307·9	399	11,711	1
	Severn[1]	4,606	„	6,335	2·0	552	306·6	399	11,711	2
	Thames[1]	4,162	„	5,886	1·4	563	311·4	377	11,441	3
	Forth[1]	3,590	„	5,756	1·9	568	320·2	380	11,393	4
	Average	4,217	„	6,151	1·8	559	311·0	388	11,565	5
E	Andromache[2]	7,234	0·5	9,044	1·3	714	435·5	560	15,389	6
E	Apollo[2]	7,488	0·3	9,226	0·8	715	432·5	560	15,389	7
E	Indefatigable[2]	7,349	0·4	9,047	0·9	735	422·2	588	15,725	8
E	Intrepid[2]	7,522	0·4	9,489	1·2	739	420·9	588	15,725	9
E	Iphigenia[2]	7,251	0·2	9,337	0·8	736	418·0	546	15,725	10
E	Latona[2]	7,261	0·4	9,455	1·3	728	433·6	584	15,512	11
E	Melampus[2]	7,684	0·4	9,135	1·2	713	431·7	588	15,512	12
E	Naiad[2]	7,547	0·4	9,261	1·2	703	425·2	584	15,512	13
E	Pique[2]	7,515	0·2	9,258	1·0	751	422·8	574	15,704	14
E	Rainbow[2]	7,879	0·3	9,741	0·7	751	422·8	574	15,704	15
E	Retribution[2]	7,645	0·2	9,367	0·6	751	422·8	574	15,704	16
E	Sappho[2]	7,301	0·3	9,618	0·7	727	420·7	593	15,754	17
E	Scylla[2]	7,614	0·2	9,280	0·8	727	421·0	593	15,754	18
E	Sirius[2]	7,491	0·2	9,281	0·8	742	428·0	602	15,918	19
E	Spartan[2]	7,832	0·3	9,254	0·9	742	428·0	581	15,918	20
E	Sybille[2]	7,598	0·1	9,524	0·5	726	425·7	604	16,039	21
E	Terpsichore[2]	7,133	0·2	8,825	0·9	718	402·3	573	15,470	22
E	Thetis[2]	7,034	0·5	9,496	0·7	718	402·3	553	15,470	23
E	Tribune[2]	7,523	0·1	9,101	0·5	718	402·3	553	15,470	24
	Æolus[2]	7,504	0·1	9,315	0·7	732	417·0	555	15,947	25
	Brilliant[2]	7,522	0·1	9,180	1·1	732	439·0	556	15,947	26
	Bonaventure[2]	7,423	0·4	9,365	0·8	797	469·4	553	15,600	27
	Cambrian[2]	7,164	0·4	9,259	1·0	776	455·0	567	15,600	28
	Charybdis[2]	7,109	0·5	9,136	1·6	797	488·3	574	15,394	29
	Flora[2]	7,187	0·4	9,008	1·3	766	458·4	580	15,788	30
	Astræa[2]	7,603	0·4	9,151	1·4	813	466·9	593	15,287	31
	Fox[2]	7,034	0·3	9,063	1·3	788	460·0	600	15,655	32
	Forte[2]	7,427	0·4	9,382	1·1	*800	445·2	584	15,600	33
	Hermione[2]	7,393	0·4	9,264	0·9	795	481·4	573	15,440	34
	Average	7,423	0·3	9,271	1·0	748	434·4	575	15,641	35

* Approx.

Vessels built before the Naval Defence Act.

[1] Horizontal twin-screw compound two cylinder engines, running about 120 revolutions per minute at full power. Stroke, 3 feet 3 inches; piston speed, 780 feet per minute, fitted with six boilers of the circular direct-tube type placed in two compartments; boiler steam-pressure, 110 lbs. per square inch.

Vessels built under the Naval Defence Act.

[2] Vertical three cylinder triple-expansion engines, twin-screws designed to work at 140 revolutions per minute at full power of 9,000 indicated horse-power. Stroke, 3 feet 3 inches; piston-speed, 910 feet per minute. In the vessels bracketed E, and

and Boilers of certain Ships of the Royal Navy—*continued.*

Table C.—2nd Class Cruisers.

	Indicated Horse-power per Ton.				Indicated Horse-power per Square Foot of Grate.		Heating Surface per Indicated Horse-power.		Boiler-Tubes Material.
	Machinery Complete.		Boilers.						
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
							Sq. feet.	*Sq. feet.*	
1	8·1	12·0	14·6	21·5	11·3	16·6	2·5	1·7	Iron.
2	8·3	11·4	15·0	20·7	11·5	15·8	2·5	1·8	Iron.
3	7·3	10·4	13·3	18·9	11·0	15·6	2·7	1·9	Steel.
4	6·3	10·1	11·2	18·0	9·4	15·1	3·1	1·9	Iron.
5	7·5	11·0	13·5	19·7	10·8	15·8	2·7	1·8	
6	10·1	12·6	16·6	20·7	12·9	16·1	2·1	1·7	Steel.
7	10·4	12·9	17·3	21·3	13·3	16·4	2·0	1·6	Steel.
8	9·9	12·3	17·3	21·4	12·5	15·3	2·1	1·7	Steel.
9	10·1	12·8	17·8	22·5	12·8	16·1	2·0	1·6	Steel.
10	9·8	12·6	17·3	22·3	13·2	17·1	2·1	1·6	Steel.
11	9·9	13·0	16·7	21·8	12·4	16·1	2·1	1·6	Steel.
12	10·7	12·8	17·8	21·1	13·0	15·5	2·0	1·7	Steel.
13	10·7	13·1	17·7	21·7	12·9	15·8	2·0	1·6	Steel.
14	10·0	12·3	17·7	21·8	13·0	16·1	2·0	1·7	Steel.
15	10·4	12·9	18·6	23·0	13·7	16·9	2·0	1·6	Steel.
16	10·1	12·4	18·0	22·1	13·3	16·3	2·0	1·6	Steel.
17	10·0	13·2	17·3	22·8	12·3	16·2	2·1	1·6	Steel.
18	10·4	12·7	18·0	22·0	12·8	15·6	2·0	1·7	Steel.
19	10·0	12·5	17·5	21·7	12·4	15·4	2·1	1·7	Steel.
20	10·6	12·5	18·3	21·6	13·4	15·9	2·0	1·7	Steel.
21	10·4	13·1	17·8	22·3	12·5	15·7	2·1	1·6	Steel.
22	9·9	12·2	17·7	21·9	12·4	15·4	2·1	1·7	Steel.
23	9·8	13·2	17·4	23·6	12·7	17·1	2·1	1·6	Steel.
24	10·4	12·6	18·7	22·6	13·6	16·4	2·0	1·7	Steel.
25	10·2	12·7	18·0	22·3	13·5	16·7	2·1	1·7	Steel.
26	10·2	12·5	17·1	20·9	13·5	16·5	2·1	1·7	Steel.
27	9·3	11·7	15·8	19·5	13·4	16·9	2·1	1·6	Steel.
28	9·2	11·9	15·7	20·3	12·6	16·3	2·1	1·6	Steel.
29	8·9	11·5	14·5	18·7	12·4	15·9	2·1	1·6	Steel.
30	9·4	11·7	15·6	19·6	12·4	15·5	2·1	1·7	Steel.
31	9·3	11·2	16·2	21·7	12·8	15·4	2·0	1·6	Steel.
32	8·9	10·5	15·3	19·7	11·7	15·1	2·2	1·7	Steel.
33	9·2	11·7	16·7	21·1	12·7	16·1	2·1	1·7	Steel.
34	9·0	11·6	15·3	19·2	12·9	16·1	2·0	1·6	Steel.
35	9·92	12·4	17·0	21·3	12·9	16·1	2·1	1·7	

"Æolus" and "Brilliant" there are three double-ended and two single-ended boilers, and in the others, eight single-ended boilers of the return-tube cylindrical three-furnace type, with separate combustion chambers. They are arranged in two compartments with stokeholds athwartships; load on safety valves, 155 lbs per square inch.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear, and all fittings in boiler-rooms; also water in boilers at working level.

TABLE D.—3rd CLASS CRUISERS - - - - - -

	SHIP.	Indicated Horse Power on Trial, Natural Draught.	Air Pressure.	Indicated Horse Power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
						Machinery Complete.	Boilers.	Grate.	Total Heating.	
			Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
	Scout[1] - - - - -	2,162	nil	3,370	1·5	291	174·1	207	6,362	1
	Fearless[1] - - - -	2,241	„	3,360	2·0	302	185·8	217	6,439	2
	Average - - -	2,201	„	3,365	1·7	296	179·9	213	6,400	3
	Archer[2] - - - - -	2,220	nil	3,850	1·0	354	206·8	209	6,836	4
	Brisk[2] - - - - -	2,614	„	3,816	0·9	354	206·2	209	6,836	5
	Cossack[2] - - - -	2,335	„	3,700	1·0	354	208·1	228	6,836	6
	Mohawk[2] - - - -	2,577	„	3,398	0·9	352	202·1	228	6,836	7
	Porpoise[2] - - - -	2,476	„	3,944	1·0	353	206·2	234	6,836	8
	Tartar[2] - - - -	2,554	„	3,824	0·9	355	204·9	228	6,836	9
	Average - - -	2,462	„	3,754	0·9	353	205·7	222	6,836	10
	Racoon[3] - - - -	2,647	nil	4,613	1·5	395	226·6	244	7,878	11
H.	Medea[4] - - - -	6,027	0·5	9,185	2·2	624	373·5	468	12,628	12
H.	Medusa[4] - - - -	6,144	–	9,435	1·9	614	363·8	525	12,628	13
H.	Marathon[5] - - -	6,530	0·4	8,786	2·3	624	360·2	535	13,616	14
H.	Magicienne[5] - - -	5,408	0·6	9,280	2·2	627	365·0	535	13,616	15
H.	Melpomene[5] - - -	6,215	0·4	9,653	1·7	649	369·0	570	13,830	16
	Average - - -	6,065	0·5	9,268	2·0	627	366·3	526	13,264	17

Vessels built before the Naval Defence Act.

[1] Horizontal twin-screw two-cylinder compound engines, running at 150 revolutions per minute at full power. Stroke, 2 feet 6 inches; piston-speed, 750 feet per minute; four boilers of circular direct tube type, arranged in two compartments; safety-valves loaded to 120 lbs. per square inch.

[2] Horizontal twin-screw engines, compound type, running at 150 revolutions per minute at full power. Stroke, 2 feet 9 inches; piston-speed, 825 feet per minute; fitted with four boilers of the circular direct-tube type; boiler-pressure, 130 lbs. per square inch.

[3] Horizontal triple-expansion, twin-screw engines, running at 150 revolutions per minute at full power. Stroke, 2 feet 9 inches; piston-speed, 825 feet per minute; four boilers, circular direct-tube type; boiler pressure, 140 lbs. per square inch.

and Boilers of certain Ships of the Royal Navy—*continued.*

TABLE D.—3rd CLASS CRUISERS.

	Indicated Horse Power per Ton.				Indicated Horse Power per Square Foot of Grate.		Heating Surface per Indicated Horse Power.		Boiler-Tubes Material.
	Machinery Complete.		Boilers.		Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.					
							Sq. feet.	*Sq. feet.*	
1	7·4	11·6	12·4	19·3	10·4	16·2	2·9	1·9	Iron.
2	7·4	11·1	12·1	18·1	10·3	15·4	2·8	1·9	Iron.
3	7·4	11·3	12·2	18·7	10·3	15·8	2·8	1·9	
4	6·2	10·8	10·7	18·6	10·6	18·4	3·0	1·7	Iron.
5	7·3	10·7	12·6	18·5	12·5	18·2	2·6	1·7	Iron.
6	6·6	10·4	11·2	17·7	10·2	16·2	2·9	1·8	Iron.
7	7·3	9·6	12·7	16·8	11·3	14·8	2·6	2·0	Iron.
8	7·0	11·1	12·0	19·0	10·5	16·8	2·7	1·7	Iron.
9	7·1	10·7	12·4	18·6	11·2	16·7	2·6	1·7	Iron.
10	6·9	10·6	12·0	18·3	11·1	16·9	2·7	1·8	
11	6·7	11·6	11·7	20·4	10·8	18·9	2·9	1·7	Steel.
12	9·6	14·7	16·1	24·6	12·8	19·6	2·0	1·3	Iron.
13	10·0	15·3	16·9	26·0	11·7	17·9	2·0	1·3	Iron.
14	10·4	14·0	18·1	24·4	12·2	16·4	2·0	1·5	Steel.
15	8·6	14·7	14·8	25·4	10·1	17·3	2·5	1·4	Steel.
16	7·5	14·8	16·9	26·1	10·9	16·9	2·2	1·4	Iron.
17	9·2	14·7	16·5	25·3	11·5	17·6	2·2	1·4	

[4] Vertical twin-screw triple-expansion engines, running at 140 revolutions per minute at full power. Stroke, 3 feet 3 inches; piston-speed, 910 feet per minute; four double-ended boilers; six furnaces, with common combustion-chambers; boiler-pressure, 155 lbs. per square inch.

[5] Horizontal twin-screw triple-expansion engines, running at 140 revolutions per minute at full speed. Stroke, 3 feet; piston-speed, 840 feet per minute; four double-ended six-furnace boilers, with three combustion-chambers to each boiler; boiler-pressure, 155 lbs. per square inch.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear, and all fittings in boiler-rooms; also water in boilers at working-level.

TABLE D.—3rd CLASS CRUISERS—*continued.*

SHIP.	Indicated Horse Power on Trial, Natural Draught.	Air Pressure.	Indicated Horse Power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
					Machinery Complete.	Boilers	Grate.	Total Heating.	
		Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
Barrosa [1]	2,133	0·4	3,111	1·4	248	151·3	201	4,529	1
Barracouta [1]	1,920	0·9	–	–	247	148·3	195	4,529	2
Blanche [1]	1,832	0·6	2,849	1·4	245	142·1	188	4,650	3
Blonde [1]	1,918	0·5	2,762	1·7	245	142·3	188	4,650	4
Average	1,951	0·6	2,907	1·5	246	146·0	193	4,589	5
Katoomba [2]	4,538	0·5	–	–	497	288·8	377	10,150	6
Mildura [2]	4,543	0·9	–	–	505	289·0	319	10,150	7
Wallaroo [2]	4,574	0·5	–	–	505	289·0	376	10,150	8
Tauranga [2]	4,651	0·6	–	–	541	281·5	378	9,621	9
Ringarooma [2]	4,771	0·4	–	–	529	281·0	378	9,621	10
Average	4,615	0·7	–	–	515	285·8	365	9,938	11
Barham [3]	3,618	1·1	4,561	2·1	273	138·0	244	7,088	12
Bellona [3]	3,566	1·2	–	–	275	141·3	244	7,088	13
Average	3,592	1·1	4,561	2·1	274	139·6	244	7,088	14
Pallas [4]	5,066	0·1	7,333	1·5	516	297·7	425	11,109	15
Pearl [4]	5,372	0·3	7,227	1·5	543	318·4	400	11,105	16
Philomel [4]	4,923	0·3	7,735	1·2	539	320·9	416	11,105	17
Phœbe [4]	4,705	0·2	7,582	1·6	559	317·4	401	10,782	18
Average	5,016	0·2	7,469	1·4	539	313·6	410	11,025	19

Vessels built before the Naval Defence Act.

[1] Vertical twin-screw triple-expansion engines, running at 200 revolutions per minute at full power. Stroke, 2 feet; piston speed, 800 feet per minute; two double-ended boilers, with common combustion chambers; boiler pressure, 155 lbs. per square inch.

[2] Vertical twin-screw triple-expansion engines, running at 160 revolutions per minute at full power. Stroke, 2 feet 9 inches; piston speed, 880 feet per minute; fitted with four two-furnace double-ended boilers, having common combustion chambers; boiler pressure, 155 lbs. per square inch.

[3] Vertical twin-screw triple-expansion engines, designed to run at 220 revolutions per minute at full power. Stroke, 2 feet 3 inches; piston speed, 990 feet per minute; fitted with six locomotive boilers, wet-bottomed fire boxes; boiler pressure, 155 lbs. per square inch.

and Boilers of certain Ships of the Royal Navy—*continued.*

TABLE D.—3rd CLASS CRUISERS—*continued.*

	Indicated Horse Power per Ton.				Indicated Horse Power per Square Foot of Grate.		Heating Surface per Indicated Horse Power.		
	Machinery Complete.		Boilers.						Boiler-Tubes Material.
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
							Sq. feet.	*Sq. feet.*	
1	8·6	12·5	14·1	20·6	10·9	15·4	2·1	1·4	Steel.
2	7·8	–	13·0	–	9·8	–	2·3	–	Steel.
3	7·4	11·6	12·8	20·0	9·7	15·1	2·5	1·6	Steel.
4	7·8	11·2	13·5	19·4	10·1	14·7	2·4	1·6	Steel.
5	7·9	11·8	13·3	20·0	10·1	15·1	2·3	1·5	
6	9·1	–	15·7	–	12·0	–	2·2	–	Steel.
7	9·0	–	15·7	–	14·2	–	2·2	–	Steel.
8	9·0	–	15·8	–	12·1	–	2·2	–	Steel.
9	8·6	–	16·5	–	12·3	–	2·0	–	Steel.
10	9·0	–	17·0	–	12·6	–	2·0	–	Steel.
11	8·9	–	16·1	–	12·6	–	2·1	–	
12	13·2	16·7	26·2	33·0	14·8	18·7	1·9	1·5	Steel.
13	13·0	–	25·2	–	14·6	–	1·9	–	Steel.
14	13·1	16·7	25·7	33·0	14·7	18·7	1·9	1·5	
15	9·8	14·2	17·0	24·7	11·9	17·2	2·1	1·5	Steel.
16	9·9	13·3	16·9	22·7	13·4	18·0	2·0	1·5	Steel.
17	9·1	14·3	15·3	24·1	11·8	18·5	2·2	1·4	Steel.
18	8·4	13·5	14·9	23·9	11·7	18·9	2·2	1·4	Steel.
19	9·3	13·8	16·0	23·8	12·2	18·2	2·1	1·47	

Vessels built under the Naval Defence Act.

[4] Vertical three-cylinder triple-expansion engines, twin-screws, designed to run at 160 revolutions per minute, full speed. Stroke, 2 feet 9 inches; piston speed, 880 feet per minute; fitted with four double-ended cylindrical return-tube boilers, two furnaces at each end, and a separate combustion chamber to each furnace; boiler pressure, 155 lbs. per square inch.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear, and all fittings in boiler rooms; also water in boilers at working level.

COPY of Tables of Horse Powers, Weights, &c., of Engines

TABLE E.—TORPEDO GUNBOATS.

SHIP.	Indicated Horse Power on Trial, Natural Draught.	Air Pressure.	Indicated Horse Power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
					Machinery Complete.	Boilers.	Grate.	Total Heating.	
		Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
Rattlesnake[1]	–	–	2,740	2·3	133	85·2	126	4,639	1
Grasshopper[1]	–	–	2,368	2·8	118	72·4	120	4,396	2
Sandfly[1]	–	–	3,014	2·8	115	72·4	119	4,334	3
Spider[1]	–	–	2,664	2·5	115	72·0	119	4,334	4
Average	–	–	2,696	2·6	120	75·5	121	4,426	5
Sharpshooter[2]	2,836	0·8	–	–	167	94·3	190	5,330	6
Spanker[2]	2,524	1·0	–	–	163	98·0	182	5,330	7
Boomerang[2]	2,612	0·6	3,509	2·0	173	98·0	190	5,330	8
Karakatta[2]	2,598	0·5	3,840	1·7	171	95·6	190	5,330	9
Salamander[2]	2,825	0·9	–	–	175	109·2	153	5,319	10
Seagull[2]	2,792	1·8	–	2·3	176	109·4	144	5,319	11
Sheldrake[2]	2,659	0·9	–	–	–	109·0	153	5,319	12
Assaye[2]	2,774	1·1	–	–	174	100·0	153	5,980	13
Plassy[2]	2,895	0·9	–	–	176	97·6	153	5,980	14
Skipjack[2]	2,282	0·6	3,931	3·4	170	102·5	192	5,469	15
Speedwell[2]	2,601	0·5	3,588	2·8	168	102·0	191	5,469	16
Average	2,672	0·9	3,717	2·4	171	101·4	172	5,470	17
Sharpshooter[3]	2,620	nil	3,238	0·1	197	124·3	269	7,695	18

Vessels built before the Naval Defence Act.

[1] Vertical twin-screw triple-expansion engines. Revolutions per minute at full power—"Rattlesnake," 310; "Grasshopper," "Sandfly," and "Spider," 300; stroke, 1 foot 6 inches; piston-speed—"Rattlesnake," 930 per feet per minute; "Grasshopper," "Sandfly," and "Spider," 900 feet per minute; four locomotive boilers, wet-bottomed fire-boxes, single combustion chamber, water-legs fitted in fire-box of "Rattlesnake." Fire-box shell of "Grasshopper," circular instead of the usual locomotive form. Steam-pressures, "Rattlesnake," 140 lbs.; "Sandfly" and "Spider," 145 lbs.; "Grasshopper," 150 lbs. per square inch.

and Boilers of certain Ships of the Royal Navy—*continued.*

Table E.—TORPEDO GUNBOATS.

	Indicated Horse Power.				Indicated Horse Power per Square Foot of Grate.		Heating Surface per Indicated Horse Power.		
	Machinery Complete.		Boilers.						Boiler-Tubes Material.
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
							Sq. feet.	*Sq. feet.*	
1	–	–	–	–	–	–	–	–	Steel.
2	–	20·0	–	32·8	–	19·7	–	1·85	Steel.
3	–	26·2	–	41·8	–	25·3	–	1·43	Steel.
4	–	23·1	–	37·0	–	22·3	–	1·62	Steel.
5	–	23·1	–	37·2	–	22·4	–	1·63	
6	17·0	–	30·1	–	15·5	–	1·8	–	Steel.
7	15·4	–	25·7	–	13·8	–	2·1	–	Steel.
8	15·1	20·2	26·6	35·8	13·7	18·4	2·0	1·5	Steel.
9	15·1	22·4	27·3	40·4	13·6	20·2	2·0	1·3	Steel.
10	16·1	–	25·9	–	18·4	–	1·8	–	Steel.
11	15·8	–	25·6	–	19·3	–	1·9	–	Steel.
12	15·1	–	24·4	–	17·3	–	1·9	–	Steel.
13	15·9	–	27·7	–	18·1	–	2·1	–	Steel.
14	16·4	–	29·8	–	18·9	–	2·0	–	Steel.
15	13·4	23·1	22·3	38·5	11·8	20·4	2·3	1·3	Steel.
16	15·4	20·7	25·5	35·1	13·6	18·7	2·0	1·5	Steel.
17	15·6	21·6	26·4	37·4	15·5	19·4	2·0	1·4	
18	13·3	16·4	21·1	26·1	9·8	12·0	2·9	2·3	

[2] Similar to above, but larger engines, running at about 250 revolutions, at 3,500 indicated horse power; stroke, 1 foot 9 inches; piston-speed, 875 feet per minute.

[3] After being fitted with Belleville boilers.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear, and all fittings in boiler rooms; also water in boilers at working level.

Table E.—Torpedo Gunboats—*continued.*

	Ship.	Indicated Horse Power on Trial, Natural Draught.	Air Pressure.	Indicated Horse Power on Trial, Forced Draught.	Air Pressure.	Weights.		Surfaces.		
						Machinery Complete.	Boilers.	Grate.	Total Heating.	
			Inch.		*Inches.*	*Tons.*	*Tons.*	*Sq. feet.*	*Sq. feet.*	
F	Alarm [4]	2,593	0·8	3,886	2·4	220	130·1	156	6,241	1
F	Circe [4]	2,621	0·9	3,508	1·9	219	129·5	156	6,241	2
F	Gleaner [4]	2,606	0·9	3,632	2·7	174	109·8	155	5,578	3
F	Gossamer [4]	2,634	0·9	3,654	2·7	167	103·4	183	5,654	4
F	Hebe [4]	2,702	0·7	3,566	2·0	216	129·1	163	6,241	5
F	Leda [4]	2,696	0·8	3,597	2·2	217	128·8	156	6,241	6
F	Antelope [4]	2,653	0·5	3,597	1·3	211	128·6	179	6,228	7
F	Jaseur [4]	2,546	–	3,711	2·7	207	121·0	182	6,220	8
F	Jason [4]	2,676	0·9	3,552	2·1	208	122·5	180	6,220	9
F	Niger [4]	2,710	0·8	3,785	2·2	209	122·0	182	6,220	10
F	Onyx [4]	2,526	0·8	3,548	2·1	210	125·1	169	6,197	11
F	Renard [4]	2,609	0·8	3,962	2·5	210	123·6	169	6,197	12
G	Dryad [4]	2,696	0·9	3,709	2·2	233	129·5	183	6,301	13
G	Halcyon [4]	2,590	1·0	3,546	2·0	231	129·0	182	6,204	14
G	Harrier [4]	2,709	0·9	3,592	1·8	233	129·0	182	6,204	15
G	Hazard [4]	2,621	0·8	3,734	2·1	233	134·7	172	7,086	16
G	Hussar [4]	2,548	0·8	3,525	1·7	232	130·0	182	6,204	17
	Average	2,631	0·8	3,652	2·1	212	125·0	173	6,204	18
	Speedy [5]	3,046	0·5	4,703	1·7	212	107·2	204	17,700	19

Vessels built under the Naval Defence Act.

[4] Vertical triple-expansion twin-screw engines, designed to run at 250 revolutions per minute at full power. Stroke, 1 foot 9 inches; piston-speed, 875 feet per minute; boilers of the locomotive wet-bottom fire-box type, four in number, in two compartments; all except "Gossamer" (which has a single fire-box) are fitted with two fire-boxes and tube-nests.

and Boilers of certain Ships of the Royal Navy—*continued.*

TABLE E.—TORPEDO GUNBOATS—*continued.*

	Indicated Horse Power per Ton.				Indicated Horse Power per Square Foot of Grate.		Heating Surface per Indicated Horse Power.		Boiler-Tubes Material.
	Machinery complete.		Boilers.						
	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	Natural Draught.	Forced Draught.	
							Sq. feet.	*Sq. feet.*	
1	11·8	17·6	19·9	29·8	16·6	24·9	2·4	1·6	Steel.
2	11·9	16·0	20·3	27·1	16·8	22·4	2·3	1·7	Steel.
3	14·9	20·8	23·9	33·3	16·7	23·4	2·1	1·5	Steel.
4	15·7	21·8	25·5	35·4	14·3	19·9	2·1	1·5	Steel.
5	12·5	16·5	20·9	27·6	16·5	21·8	2·3	1·7	Steel.
6	12·4	16·5	21·0	28·1	17·2	23·0	2·3	1·7	Steel.
7	12·5	17·0	20·7	28·1	14·8	20·1	2·3	1·7	Steel.
8	12·3	17·9	21·0	30·6	14·0	20·3	2·4	1·7	Steel.
9	12·8	17·0	21·9	29·1	14·8	19·7	2·3	1·7	Steel.
10	12·9	18·1	22·2	31·0	14·3	20·7	2·2	1·6	Steel.
11	12·0	16·9	20·2	28·3	14·9	20·9	2·4	1·7	Steel.
12	12·4	18·8	21·2	32·2	15·4	22·2	2·3	1·5	Steel.
13	11·5	15·9	20·9	28·7	14·7	20·2	2·3	1·7	Steel.
14	11·2	15·3	20·0	27·4	14·2	19·4	2·3	1·7	Steel.
15	11·6	15·4	20·9	27·8	14·9	19·7	2·3	1·7	Steel.
16	11·2	16·0	19·5	27·8	15·2	21·7	2·7	1·9	Steel.
17	11·0	15·2	19·7	27·3	14·0	19·4	2·4	1·7	Steel.
18	12·4	17·2	21·1	29·4	15·2	22·1	2·36	1·7	
19	14·3	22·1	28·4	43·9	14·9	23·0	5·8	3·7	Steel.

"Gossamer" and "Gleaner" are fitted with smaller tubes than the later vessels of the class. Load on safety-valves, 155 lbs. per square inch.

[8] Engines of same type as above, but designed for 4,500 indicated horse power at 250 revolutions per minute. Fitted with eight water-tube boilers of Thornycroft type.

Note.—The weights given in column 7 comprise boilers, funnels, casings, pipes, spare gear, and all fittings in boiler rooms; also water in boilers at working level.

NAVY (ENGINES AND BOILERS OF SHIPS).

COPY of Tables of Horse Powers, Weights, &c., of Engines and Boilers of certain Ships of the Royal Navy.

(*Mr. Edmund Robertson.*)

Ordered, by The House of Commons, *to be Printed*,
26 *April* 1895.

[*Price* 2 *d.*]

NAVAL SAVINGS BANKS.

AN ACCOUNT of DEPOSITS in NAVAL SAVINGS BANKS, and the PAYMENTS thereof, and of INTEREST thereon; of all INVESTMENTS under "THE NAVAL SAVINGS BANKS ACT, 1866;" and the Application of the INTEREST or DIVIDENDS accruing in respect thereof; and of the Proceeds of any SALE of any STOCKS, ANNUITIES, or SECURITIES, during the Financial Year 1893–94.

	£. s. d.	£. s. d.
Balance due to depositors on 31 March 1893:		
Deposits	229,173 – –	
Interest	6,564 2 1	235,737 2 1
Deposits received, 1 April 1893 to 31 March 1894	168,069 6 9	
Interest accrued - - ditto - - - ditto	6,485 4 3	174,554 11 –
	£.	410,291 13 1
	£. s. d	
Deposits withdrawn, 1 April 1893 to 31 March 1894	167,879 1 1	
Interest paid - - - ditto - - - ditto	6,995 17 –	174,874 18 1
Balance due to depositors on 31 March 1894:		
Deposits	*229,363 5 8	
Interest	6,053 9 4	235,416 15 –
	£.	410,291 13 1

* To the Credit of Depositors—

	£. s. d.
In Ship Banks	104,427 15 8
In Dockyard Banks	96,417 5 –
In Royal Marine Banks	22,744 9 –
At Admiralty (Deserters, deceased Seamen, &c.)	5,773 16 –
	£. 229,363 5 8

ASSETS.

	£. s. d.	£. s. d.	£. s. d.
Invested through the Commissioners for the Reduction of the National Debt, 1 April 1893 to 31 March 1894:			
In the purchase of £. 7,602. 6. 3. Consols—			
From the dividends accrued during the year		7,508 5 9	
Purchased in previous years:			
£. 33,000 – – 5 per Cent. Madras Railway Stock		36,040 8 6	
£. 2,000 – – 4¾ per Cent. - - ditto		2,075 15 –	
£. 204,387 10 – Consols	195,583 12 9		
Less, £. 8,030 2 3 Sold out, 22 March 1894	8,000 – –		
£. 196,357 7 9		187,583 12 9	233,208 2 –
Balance uninvested, 31 March 1894			6,998 10 1
		£.	240,206 12 1

Per Contra.

	£. s. d.	£. s. d.	£. s. d.
Due to depositors as above			235,416 15 –
Gross Surplus		4,953 14 5	
Less,—	£. s. d.		
Payment of allowances to Non-Commissioned Officers, R.M., for acting as Clerks at Marine Banks	37 10 –		
Expenses attending annual audit of Accounts of Home Banks	32 9 4		
Pay of Writer at Portsmouth Dockyard employed exclusively on Naval Savings Bank business	93 18 –		
		163 17 4	
Net Surplus			4,789 17 1
		£.	240,206 12 1

Number of accounts open, 31 March 1893	17,934
Ditto - - opened between 1 April 1893 and 31 March 1894	8,635
	26,569
Number of accounts closed between 1 April 1893 and 31 March 1894	7,738
Ditto - - open, 31 March 1894	18,831

Admiralty,
6 August 1895.

Follett Pennell,
Deputy Accountant General of the Navy.

NAVAL SAVINGS BANKS.

AN ACCOUNT of Deposits in Naval Savings Banks, and the Payments thereof, and of Interest thereon; of all Investments under "The Naval Savings Banks Act, 1866"; and the Application of the Interest or Dividends accruing in respect thereof; and of the Proceeds of any Sale of any Stocks, Annuities, or Securities, during the Financial Year 1893–94.

(*Presented pursuant to Act* 29 *&* 30 *Vict. c.* 43.)

Ordered, by The House of Commons, *to be Printed,*
19 *August* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
Eyre and Spottiswoode, East Harding-street, Fleet-street, E.C.,
and 32, Abingdon-street, Westminster, S.W.; or
John Menzies & Co., 12, Hanover-street, Edinburgh, and
90, West Nile-street, Glasgow; or
Hodges, Figgis, & Co., Limited, 104, Grafton-street, Dublin.

[*Price* ½*d.*]

424—Sess. 2.

RETURN to an Order of the Honourable The House of Commons, dated 27 August 1895;—*for*,

RETURN "of SEAGOING WAR SHIPS in COMMISSION, in RESERVE, and BUILDING; and showing the Naval Expenditure, Revenue, Tonnage of Mercantile Marine, and Value of Seaborne Commerce of various Countries for the Year 1894:"

"And, RETURN showing Naval Expenditure on SEAGOING FORCE, the Value of Seaborne Commerce (exclusive of Interchange with the United Kingdom), and the Revenue of British Self-governing Colonies for the Year 1894 (in continuation of Parliamentary Papers, No. 396, of Session 1890–91, and of No. 372, of Session 1893, and of No. 299, of Session 1894)."

Admiralty, 3 September 1895.

R. D. AWDRY, Assistant Secretary.

(*Sir Charles Dilke*)

Ordered, by The House of Commons, *to be Printed*, 3 *September* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

460—Sess. 2.

RETURN of SEAGOING WAR SHIPS in COMMISSION, in RESERVE, and BUILDING, and showing the various Countries for the latest Year

COUNTRIES.	SEAGOING WAR VESSELS.											
	IN COMMISSION.				IN RESERVE.				BUILDING AND COMPLETING FOR SEA.			
	Battle Ships.	Coast Defence Ships (Armoured).	Cruisers (Armoured and Unarmoured).	Other Ships not Torpedo Boats.	Battle Ships.	Coast Defence Ships (Armoured).	Cruisers (Armoured and Unarmoured).	Other Ships not Torpedo Boats.	Battle Ships.	Coast Defence Ships (Armoured)	Cruisers (Armoured and Unarmoured).	Other Ships not Torpedo Boats.
BRITISH EMPIRE:												
United Kingdom	26	4	64	79	16	10	56	44	10	—	11	43
India (*i*)	—	1	—	1	—	1	—	1	—	—	—	—
Self-governing Colonies (*k*).	—	—	4	1	—	1	2	5	—	—	—	—
Other Colonies	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL BRITISH EMPIRE	26	5	68	81	16	12	58	50	10	—	11	43
France	16	3	29	29	9	11	22	10	9	—	13	4
Russia	4	2	6	12	6	12	8	20	7	4	3	6
Germany	12	2	15	6	8	11	12	6	3	—	6	—
Italy	8	—	8	11	5	—	9	22	2	—	6	5
Spain	1	—	10	45	—	1	2	5	1	—	5	4
Austria-Hungary	3	—	4	7	5	—	8	14	—	3	—	—
Netherlands	—	9	5	36	1	10	5	24	—	3	3	1
Portugal	1	—	2	23	—	—	—	6	—	—	—	—
United States	—	1	16	9	—	18	6	8	8	1	1	10
China	—	1	6	59	—	—	—	—	—	—	—	1
Japan	1	—	19	10	1	—	2	11	2	—	3	—
Chile	1	1	4	3	—	1	2	3	—	—	1	—
Brazil	1	1	4	12	1	1	—	2	—	2	—	—
Argentine	3	2	3	9	—	—	—	4	—	—	2	—

RETURN showing Naval Expenditure on SEAGOING FORCE, the Value of Seaborne Commerce Colonies for the latest Year for

COLONIES.		Naval Expenditure on Seagoing Force.‡ (*l*)	Year.
		£.	
British North America	Canada	—	—
	Newfoundland	—	—
	TOTAL £.	—	—
British South Africa	Cape Colony	—	—
	Natal	—	—
	TOTAL £.	—	—
Australasia	New South Wales	82,306	1892–93
	Victoria	80,757	,,
	Queensland	25,948	,,
	South Australia	22,913	,,
	Western Australia	5,360	,,
	New Zealand	?	,,
	Tasmania	4,932	,,
	TOTAL £.	220,216	—
	GRAND TOTAL £.	220,216	—

Naval Expenditure, Revenue, Tonnage of Mercantile Marine, and Value of Seaborne Commerce of for which Information is available.

Aggregate Naval Expenditure.	Aggregate Revenue.	Aggregate Tonnage, Mercantile Marine (Vessels of 100 Tons Gross and upwards).	Value of Seaborne Commerce,* including Bullion and Specie.	REMARKS.
£.	£.	*Tons.*	£.	
16,328,117 (*m*) (1893–94.)	91,133,410 * (1893–94.)	12,117,957 (1894.)	748,521,041 (1894.)	(*a*) Converted into sterling at the rate of 1*s.* 4*d.* the rupee.
972,985 (*a*) (*o*) (1893–94.)	60,376,810 (*a*) (1893–94.)	50,745 (net) † (1894.)	66,701,526 (*a*) (*b*) (1893–94.)	(*b*) Excluding trade with the United Kingdom, and necessarily counting inter-colonial trade twice over.
220,216 ‡ (*l*) (1892–93.)	42,473,954 * (1893.)	938,476 (net) † (1894.)	83,949,104 (*b*) (1893.)	(*c*) Total trade.
—	6,202,722 * (1893.)	120,007 (net) † (1894.)	55,313,920 (*b*) (1893.)	(*d*) Approximate only, the returns make no distinction between seaborne and overland trade.
				(*e*) Estimated normal revenue.
17,521,318	200,186,896	13,227,185	954,485,591	(*f*) Does not include vessels engaged in Lake, River, and Home trade.
10,825,040	130,074,474 (1891–92.)	1,094,752 (1894.)	294,753,414 (1892.)	(*g*) Includes Border trade.
5,114,569	118,025,000 * (1892.)	487,681 (1894.)	69,665,220 (*p*)	(*h*) Includes Her Majesty's vessels for protection of floating trade in Australasian Waters.
4,318,125	70,695,000 * (1891–92.)	1,886,812 (1894.)	150,693,600 (*d*) (1892.)	(*i*) Includes Her Majesty's Ships and vessels for the Naval Defence of India.
3,845,690	69,368,397 * (1893.)	778,941 (1894.)	44,286,349 (1892.)	(*k*) There are no returns for Hong Kong, Gibraltar and Malta. The trade of Hong Kong with countries other than the United Kingdom is estimated at upwards of 40,000,000*l.*
937,746	28,295,927 * (1892–93.)	554,238 (1894.)	55,105,106 (1892.)	(*l*) From the "Victorian Year Book, 1893."
1,081,766	102,490,417 (1892.)	304,970 (1894.)	24,063,580 (*d*) (*p*) (1892.)	(*m*) All figures for the commerce and revenue of the Colonies are from Board of Trade Returns.
1,284,356	10,562,366 (1893.)	446,861 (1894.)	53,372,574 (*p*) (1892.)	(*n*) Of this total, 15,297,425*l.* was ordinary expenditure; and 1,030,692*l.* was expenditure under the Naval Defence Fund (outside Navy Votes).
649,944	9,863,627 (1893–94.)	103,620 (1894.)	21,191,000 (*c*) (1892.)	(*o*) Includes a contribution of 50,000*l.* for Her Majesty's Ships in Indian waters, and 61,053*l.* (including 1,453*l.* balance of subsidy for 1892–93), for Her Majesty's Ships and vessels for the Naval Defence of India. The amount to be paid under the last head will in future be 59,600*l.* annually. The balance represents expenditure on the Royal Indian Marine. The question as regards the contribution on account of Her Majesty's Ships in Indian waters is now settled, and the payment on account of this service will be 117,000*l.* for 1895–96, and thenceforward 100,000*l.* annually.
5,073,365	152,682,000 * (1893.)	994,675 (net) † (1892.) (*f*)	393,393,736 (1892.)	
?	15,000,000 (*e*)	19,172 (1894.)	52,757,000 (*c*) (1892.)	
1,127,974	15,219,286 (1892–93.)	301,101 (1894.)	29,174,000 (1892.)	
50,221	3,814,109 (1893.)	103,085 (1894.)	32,324,000 (1892.)	
1,592,740	28,532,410 (1893.)	148,769 (1894.)	31,304,108 (*c*) (1890.)	
529,427	15,842,966 (1893.)	62,278 (1894.)	41,746,860 (1892.)	
	From "The Statesman's Year Book." Those marked * from Board of Trade Returns. Figures for France and Brazil from Whitaker's Almanac.	From Lloyd's Universal Register. Those marked † from Board of Trade Returns.	From Board of Trade Returns. Figures for Brazil from "The Statesman's Year Book."	(*p*) Imports for home consumption and exports of domestic produce only are shown in Board of Trade Returns.

(exclusive of Interchange with the United Kingdom), and the Revenue of British Self-governing which Information is available.

Value of Seaborne Commerce,* exclusive of Interchange with United Kingdom. (*m*)	Year.	Revenue. (*m*)	Year.	REMARKS.
£.		£.		
11,360,751 (*d*)	1893	7,842,865	1893	‡ (*l*) Includes contributions towards the maintenance of Her Majesty's vessels for protection of floating trade in Australasian waters, as follows:
2,054,996	,,	365,384	,,	£.
13,415,747 (*b*)	—	8,208,249	—	New South Wales - 69,471 (including arrears).
				Victoria - - - 37,238
2,874,546	1893	4,971,214	1893	Queensland - - 13,260
1,037,503	,,	1,069,678	,,	South Australia - 10,527
3,912,049 (*b*)	—	6,040,892	—	Western Australia - 3,360 (2 years).
				New Zealand - - ?
				Tasmania - - - 4,938
				TOTAL - - £. 138,788
25,540,627 (*g*)	1893	9,499,814	1893	
13,589,826 (*g*)	,,	6,959,229	,,	The annual contribution is 126,000*l.* payable in advance. It was apportioned amongst the various Colonies on a population basis, for the year commencing 1st March 1893, as follows:
8,731,426 (*g*)	,,	3,343,069	,,	
11,369,243 (*g*)	,,	2,737,114	,,	£.
1,330,604 (*g*)	,,	570,651	,,	New South Wales - - - - 37,720
4,378,402	,,	4,407,964	,,	Victoria - - - - - 36,968
1,781,173	,,	706,972	,,	Queensland - - - - 13,342
				South Australia - - - 10,663
66,621,308 (*b*)	—	28,224,813	—	Western Australia - - - 1,858
				New Zealand - - - - 20,599
				Tasmania - - - - 4,850
88,949,104 (*b*)	—	42,473,954	—	TOTAL - - £. 126,000

NAVY (SEAGOING WAR SHIPS, &c.).

RETURN of SEAGOING WAR SHIPS in COMMISSION, in RESERVE, and BUILDING; and showing the Naval Expenditure, Revenue, Tonnage of Mercantile Marine, and Value of Seaborne Commerce of various Countries for the Year 1894; and, RETURN showing Naval Expenditure on SEAGOING FORCE, the Value of Seaborne Commerce (exclusive of Interchange with the United Kingdom), and the Revenue of British Self-governing Colonies for the Year 1894 (in continuation of Parliamentary Papers, No. 396, of Session 1890-91, and of No. 372, of Session 1893, and of No. 299, of Session 1894).

(*Sir Charles Dilke.*)

Ordered, by The House of Commons, *to be Printed,*
3 *September* 1895.

[*Price* ½ *d.*]

460—Sess. 2. *Under* 1 *oz.*

NAVY (SHIPBUILDING CONTRACTS) (FURTHER PROGRAMME COMMENCED 1893–4).

RETURN to an Order of the Honourable The House of Commons, dated 9 May 1895;—*for*,

COPY "of STATEMENT of CONTRACTS entered into by the Admiralty on account of Hulls and Machinery, &c.; of Ships Building by Contract; of Machinery, &c., for Ships Building in Her Majesty's Dockyards, and for Gun Mountings."

Admiralty, 9 May 1895.

EVAN MACGREGOR, Secretary.

(*Sir Ughtred Kay-Shuttleworth.*)

Ordered, by The House of Commons, *to be Printed*, 9 *May* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

260.

FURTHER PROGRAMME OF

CONTRACTS entered into by the Admiralty on account of Hulls and Machinery, &c., of Dockyards, and for

HULL, &c. PROPELLING AND AUXILIARY

CLASS OF SHIP.	NAME OF SHIP.	Tons Displacement.	Indicated Horse Power.	When ordered to be Built.	Where Building.	Name of Contractor. Hull, &c.	Name of Contractor. Propelling Machinery, &c.
CONTRACT-BUILT SHIPS:							
First Class Battle Ships.	Jupiter	14,900	12,000	21 Mar. 1894	Glasgow	J. & G. Thomson	J. & G. Thomson
	Mars	14,900	12,000	21 Mar. „	Birkenhead	Laird Brothers	Laird Brothers
First Class Cruisers	Powerful	14,200	25,000	30 Dec. 1893	Barrow-in-Furness	Naval Construction and Armaments Company.	Naval Construction and Armaments Company.
	Terrible	14,200	25,000	30 Dec. „	Glasgow	J. & G. Thomson	J. & G. Thomson
Second Class Cruisers "Talbot" Class).	Venus	5,600	9,600	25 April 1894	Glasgow	Fairfield Shipbuilding Company.	Fairfield Shipbuilding Company.
	Diana	5,600	9,600	25 April „	Glasgow	Fairfield Shipbuilding Company.	Fairfield Shipbuilding Company.
	Juno	5,600	9,600	25 April „	Barrow-in-Furness	Naval Construction and Armaments Company.	Naval Construction and Armaments Company.
	Doris	5,600	9,600	25 April „	Barrow-in-Furness	Naval Construction and Armaments Company.	Naval Construction and Armaments Company.
	Dido	5,600	9,600	25 April „	Glasgow	London and Glasgow Shipbuilding Company.	London and Glasgow Shipbuilding Company.
	Isis	5,600	9,600	25 April „	Glasgow	London and Glasgow Shipbuilding Company.	London and Glasgow Shipbuilding Company.

(*a*) Cost of Armour. (*b*) Cost of erection of Hydraulic Gun Machinery. (*c*) Royalty.

SHIPBUILDING COMMENCED 1893-94.

Ships Building by Contract, of Machinery, &c., for Ships Building in Her Majesty's Gun Mountings.

MACHINERY.				GUN MOUNTINGS.		
Contract Price of		TOTAL.	Contract Date of Delivery.	Date of Contract.	Name of Contractor.	Amount of Contract.
Hull, including Masts and Rigging.	Propelling and Auxiliary Machinery, including Air-compressing Machinery.					
£.	£.	£.				£.
335,000	90,433	732,683	21 Sept. 1897	23 Oct. 1894	Sir W. G. Armstrong & Co. -	78,006
(a) 292,750						
(b) 14,500				16 Nov. „	Sir W. G. Armstrong & Co. - -	17,254
331,500	94,461	733,211	21 Sept. „	10 Dec. „	Sir W. G. Armstrong & Co. - -	34,752
(a) 292,750						
(b) 14,500						
338,860	194,592	567,752	6 Jan. „	5 Jan. 1894	Sir W. G. Armstrong & Co. - -	15,624
(a) 20,000	(c) 5,300			22 Feb. „	War Office - - - - -	23,700
						4,800
				8 Mar. „	Sir W. G. Armstrong & Co. - -	15,028
359,600	180,947	574,847	6 Jan „	8 June „	War Office - - - - -	165
(a) 29,000	(c) 5,300					
154,160	56,465	210,625	25 July 1896	30 April 1894	War Office - - - - -	4,089
				8 June „	War Office - - - - -	575
154,160	56,465	210,625	25 Oct. „	6 July „	War Office - - - - -	9,967
155,025	56,745	211,770	25 July „	15 June „	Sir W. G. Armstrong & Co. - -	36,600
				15 Aug. „	Sir W. G. Armstrong & Co. - -	1,430
155,025	56,745	211,770	25 Oct. „	31 Oct. „	Sir W. G. Armstrong & Co. - -	4,960
				10 Nov. „	Sir W. G. Armstrong & Co. - -	15,120
141,540	70,184	211,724	25 July „	10 Dec. „	Sir W. G. Armstrong & Co. - -	4,880
				8 Dec. „	War Office - - - - -	7,128
141,540	70,184	211,724	25 Oct „			

FURTHER PROGRAMME OF

HULL, &c., PROPELLING AND AUXILIARY

CLASS OF SHIP.	NAME OF SHIP.	Tons Displacement.	Indicated Horse Power	When ordered to be Built.	Where Building.	Name of Contractor. Hull. &c.	Name of Contractor. Propelling Machinery, &c.
CONTRACT-BUILT SHIPS—*continued.*							
	Daring	260	3,500	27 June 1892	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	Decoy	260	3,500	27 June „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	Havock	240	3,200	4 July „	London	Yarrow & Co.	Yarrow & Co.
	Hornet	240	3,600	4 July „	London	Yarrow & Co.	Yarrow & Co.
	Ferret	280	3,600	6 Jan. 1893	Birkenhead	Laird Brothers	Laird Brothers
	Lynx	280	3,600	6 Jan. „	Birkenhead	Laird Brothers	Laird Brothers
	Ardent	270	3,800	12 Oct. „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	Boxer	270	3,800	12 Oct. „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	Bruizer	270	3,800	12 Oct. „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	Charger	260	3,200	12 Oct. „	London	Yarrow & Co.	Yarrow & Co.
	Dasher	260	3,200	12 Oct. „	London	Yarrow & Co.	Yarrow & Co.
	Hasty	260	3,200	12 Oct. „	London	Yarrow & Co.	Yarrow & Co.
	Conflict	270	4,500	3 Nov. „	East Cowes	J. S. White	Maudslay, Sons, and Field.
	Teazer	270	4,500	3 Nov. „	East Cowes	J. S. White	Maudslay, Sons, and Field.
	Wizard	270	4,500	3 Nov. „	East Cowes	J. S. White	Maudslay, Sons, and Field.
	Haughty	260	4,000	3 Nov. „	Sunderland	William Doxford and Sons.	William Doxford and Sons.
	Hardy	260	4,000	3 Nov. „	Sunderland	William Doxford and Sons.	William Doxford and Sons.
	Rocket	295	4,000	3 Nov. „	Glasgow	J. & G. Thomson	J. & G. Thomson
	Shark	295	4,000	3 Nov. „	Glasgow	J. & G. Thomson	J. & G. Thomson
	Surly	295	4,000	3 Nov. „	Glasgow	J. & G. Thomson	J. & G. Thomson
	Fervent	270	3,850	3 Nov. „	Paisley	Hanna, Donald, and Wilson.	Hanna, Donald, and Wilson.
	Zephyr	270	3,850	3 Nov. „	Paisley	Hanna, Donald, and Wilson.	Hanna, Donald, and Wilson.
	Janus	290	3,900	3 Nov. „	Jarrow-on-Tyne	Palmer's Shipbuilding Company.	Palmer's Shipbuilding Company.
Torpedo Boat Destroyers.	Lightning	290	3,900	3 Nov. „	Jarrow-on-Tyne	Palmer's Shipbuilding Company.	Palmer's Shipbuilding Company.
	Porcupine	290	3,900	3 Nov. „	Jarrow-on-Tyne	Palmer's Shipbuilding Company.	Palmer's Shipbuilding Company.
	Sturgeon	280	4,000	8 Dec. „	Barrow-in-Furness	Naval Construction and Armaments Company.	Naval Construction and Armaments Company.
	Starfish	280	4,000	8 Dec. „	Barrow-in-Furness	Naval Construction and Armaments Company.	Naval Construction and Armaments Company.
	Skate	280	4,000	8 Dec. „	Barrow-in-Furness	Naval Construction and Armaments Company.	Naval Construction and Armaments Company.
	Salmon	280	4,000	8 Dec. „	Hull	Earle's Shipbuilding Company.	Earle's Shipbuilding Company.
	Snapper	280	4,000	8 Dec. „	Hull	Earle's Shipbuilding Company.	Earle's Shipbuilding Company.
	Swordfish	295	4,000	8 Dec. „	Newcastle-on-Tyne	Sir W. G. Armstrong, Mitchell & Co.	G. E. Belliss & Co.
	Sunfish	295	4,000	7 Feb. 1894	Newcastle-on-Tyne	R. & W. Hawthorn, Leslie & Co.	R. & W. Hawthorn, Leslie & Co.
	Zebra	300	4,500	7 Feb. „	London	Thames Shipbuilding Company.	Maudslay, Sons, and Field.
	Opossum	295	4,000	7 Feb. „	Newcastle-on-Tyne	R. & W. Hawthorn, Leslie & Co.	R. & W. Hawthorn, Leslie & Co.
	Ranger	295	4,000	7 Feb. „	Newcastle-on-Tyne	R. & W. Hawthorn, Leslie & Co.	R. & W. Hawthorn, Leslie & Co.
	Spitfire	295	4,000	7 Feb. „	Newcastle-on-Tyne	Sir W. G. Armstrong, Mitchell & Co.	G. E. Belliss & Co.
	Handy	295	4,000	7 Feb. „	Glasgow	Fairfield Shipbuilding Company.	Fairfield Shipbuilding Company.
	Hart	295	4,000	7 Feb. „	Glasgow	Fairfield Shipbuilding Company.	Fairfield Shipbuilding Company.
	Hunter	295	4,000	7 Feb. „	Glasgow	Fairfield Shipbuilding Company.	Fairfield Shipbuilding Company.
	Banshee	290	4,400	7 Feb. „	Birkenhead	Laird Brothers	Laird Brothers
	Contest	290	4,400	7 Feb. „	Birkenhead	Laird Brothers	Laird Brothers
	Dragon	290	4,400	7 Feb. „	Birkenhead	Laird Brothers	Laird Brothers

Shipbuilding Commenced 1893-94—*continued.*

MACHINERY.				GUN MOUNTINGS.		
Contract Price of						
Hull, including Masts and Rigging.	Propelling and Auxiliary Machinery, including Air-compressing Machinery.	Total.	Contract Date of Delivery.	Date of Contract.	Name of Contractor.	Amount of Contract.
£.	£.	£.				£
14,349	19,125	33,474	Delivered -			
14,349	19,125	33,474	Delivered -			
14,500	18,974	33,474	Delivered -			
14,500	18,974	33,474	Delivered -			
12,770	20,704	33,474	Delivered -			
12,770	20,704	33,474	Delivered -			
15,428	21,412	36,840	Delivered -			
15,428	21,412	36,840	*12 Dec. 1894			
15,428	21,412	36,840	*12 Jan. 1895			
16,000	21,800	37,800	*12 Aug. 1894			
16,000	21,800	37,800	*12 Oct. „			
16,000	21,800	37,800	*12 Dec. „			
15,190	24,328	39,518	*3 Dec. „			
15,190	24,328	39,518	*3 Feb. 1895			
15,190	24,328	39,518	*30 Mar. „			
16,230	22,181	38,411	*3 Nov. 1894	7 Sept. 1892	Sir W. G. Armstrong & Co. - -	1,732
16,230	22,181	38,411	*18 Dec. „	9 Mar. 1893	Sir W. G. Armstrong & Co. - -	1,660
13,667	21,470	35,137	Delivered -	27 April „	Sir W. G. Armstrong & Co. - -	437
13,667	21,470	35,137	Delivered -	10 July „	Sir W. G. Armstrong & Co. - -	4,820
13,667	21,470	35,137	Delivered -	11 Sept. „	Sir W. G. Armstrong & Co. - -	1,048
9,800	24,858	34,658	*30 Mar. „	23 Nov. „	Sir W. G. Armstrong & Co. - -	8,416
9,800	24,858	34,658	*30 Mar. „	4 Dec. „	Sir W. G. Armstrong & Co. - -	2,304
13,718	24,584	38,302	*3 Dec. 1894	5 Jan. 1894	Sir W. G. Armstrong & Co. - -	6,052
13,718	24,584	38,302	*18 Feb. 1895	5 Jan. „	Sir W. G. Armstrong & Co. - -	9,723
13,718	24,584	38,302	*30 Mar. „	23 Jan. „	Sir W. G. Armstrong & Co. - -	5,043
14,800	19,507	34,307	*8 Feb. „	23 Jan. „	Sir W. G. Armstrong & Co. - -	5,591
14,800	19,507	34,307	*8 Feb. „	9 Jan. 1895	Tannett, Walker & Co. - -	1,496
14,800	19,507	34,307	*8 Feb. „			
13,550	21,842	35,392	*8 Sept. 1894	*Note.*—The above are the Contracts which have been placed for Gun Mountings for all the 42 Torpedo Boat Destroyers.		
13,550	21,842	35,392	*8 Oct. „			
14,500	23,260	37,760	*8 Feb. 1895			
15,600	23,842	39,442	*8 Dec. 1894			
15,675	23,990	39,665	*7 Mar. 1895			
15,000	20,100	35,100	*30 Mar. „			
15,000	20,100	35,100	*30 Mar. „			
13,800	23,100	36,900	*30 Mar. „			
12,900	22,985	35,885	*7 Dec. 1894			
12,900	22,985	35,885	*7 Jan. 1895			
12,900	22,985	35,885	*7 Feb. „			
13,500	22,057	35,557	Delivered -			
13,500	23,057	35,557	Delivered -			
13,500	22,057	35,557	Delivered -			

* Contract dates; not yet delivered.

FURTHER PROGRAMME OF

HULL, &c., PROPELLING AND AUXILIARY

CLASS OF SHIP.	NAME OF SHIP.	Tons Displacement.	Indicated Horse Power.	When ordered to be Built.	Where Building.	Name of Contractor. Hull, &c.	Name of Contractor. Propelling Machinery, &c.
CONTRACT-BUILT SHIPS—*continued.*							
1st Class Torpedo Boats.	No. 88	125	1,650	4 July 1892	London	Yarrow & Co.	Yarrow & Co.
	No. 89	125	1,650	4 July „	London	Yarrow & Co.	Yarrow & Co.
	No. 90	125	1,430	4 July „	London	Yarrow & Co.	Yarrow & Co.
	No. 91	130	1,750	9 July „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	No. 92	130	1,750	9 July „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	No. 93	130	1,750	9 July „	London	J. I. Thornycroft & Co.	J. I. Thornycroft & Co.
	No. 94	130	2,000	8 July „	East Cowes	J. S. White	Maudslay, Sons, and Field.
	No. 95	130	2,000	8 July „	East Cowes	J. S. White	Maudslay, Sons, and Field.
	No. 96	130	2,000	8 Aug. „	East Cowes	J. S. White	Maudslay, Sons, and Field.
	No. 97	125	1,650	11 July „	Birkenhead	Laird Brothers	Laird Brothers
Tug	Dromedary	680	1,250	18 Sept. 1893	Glasgow	Barclay, Curle & Co.	Barclay, Curle & Co.
MACHINERY FOR DOCKYARD-BUILT SHIPS:							
	Renown	12,350	12,000	9 Aug. 1893	Machinery, London, Hull, Pembroke.	—	Maudslay, Sons, and Field.
	Magnificent	14,900	12,000	29 Nov. „	Machinery, London, Hull, Chatham.	—	J. Penn and Sons
	Majestic	14,900	12,000	29 Nov. „	Machinery, Barrow, Hull, Portsmouth.	—	Naval Construction and Armaments Company.
Battle Ships, 1st Class.	Prince George	14,900	12,000	22 Mar. 1894	Machinery, London, Hull, Portsmouth.	—	Humphrys, Tennant & Co.
	Victorious	14,900	12,000	22 Mar. „	Machinery, Newcastle, Hull, Chatham.	—	Hawthorn, Leslie & Co.
	Hannibal	14,900	12,000	22 Mar. „	Machinery, Belfast, Hull, Pembroke.	—	Harland and Wolff
	Cæsar	14,900	12,000	11 Aug. „	Machinery, London, Hull, Portsmouth.	—	Maudslay, Sons, and Field, London.
	Illustrious	14,900	12,000	11 Aug. „	Machinery, London, Hull, Chatham.	—	J. Penn and Sons, Greenwich.
CONTRACT AUXILIARY MACHINERY FOR DOCKYARD-BUILT SHIPS. HULLS, AND MAIN (PROPELLING) MACHINERY:							
	Talbot	5,600	9,600	—	Devonport	Devonport	Devonport (Propelling Machinery).
2nd Class Cruisers	Eclipse	5,600	9,600	—	Portsmouth	Portsmouth	Portsmouth (Propelling Machinery).
	Minerva	5,600	9,600	—	Chatham	Chatham	Chatham (Propelling Machinery).
	Torch	960	1,400	—	Sheerness	Sheerness	Sheerness (Propelling Machinery).
	Alert	960	1,400	—	Sheerness	Sheerness	Sheerness (Propelling Machinery).
Sloops	Algerine	1,050	1,400	—	Devonport	Devonport	Devonport (Propelling Machinery).
	Phœnix	1,050	1,400	—	Devonport	Devonport	Devonport (Propelling Machinery).

Note.—The displacements given for the Torpedo Boat Destroyers and Torpedo Boats are only approximate.

Shipbuilding Commenced 1893-94—*continued.*

MACHINERY.				GUN MOUNTINGS.		
Contract Price of						
Hull, including Masts and Rigging.	Propelling and Auxiliary Machinery, including Air-compressing Machinery.	Total.	Contract Date of Delivery.	Date of Contract.	Name of Contractor.	Amount of Contract.
£.	£.	£.				£.
7,000	8,550	15,550	Delivered -			
7,000	8,550	15,550	Delivered -			
6,000	7,750	13,750	* 4 Sept. 1893			
6,115	8,685	14,800	Delivered -			
6,115	8,685	14,800	Delivered -	7 Sept. 1892	Sir W. G. Armstrong & Co. -	3,808
6,315	8,935	15,250	Delivered -	9 June 1893	War Office - - - - -	354
5,107	9,893	15,000	*13 July 1893			
5,107	9,893	15,000	*13 Sept. „			
4,907	9,593	14,500	* 8 Dec. „			
7,500	7,500	15,000	Delivered -			
12,550	13,715	26,265	Delivered -	—	—	—
—	90,695	90,695	31 July 1895	29 Nov. 1892	Sir J. Whitworth & Co. - -	29,300
				22 Aug. 1893	Sir W. G. Armstrong & Co. -	88,190
—	93,393	93,393	31 Jan. „	28 Sept. „	Sir W. G. Armstrong & Co. -	6,350
				14 Oct. „	Sir W. G. Armstrong & Co. -	7,960
—	83,863	83,863	1 April „	25 Oct. „	Sir W. G. Armstrong & Co. -	42,408
				20 Dec. „	Sir J. Whitworth & Co. - -	3,830
				29 Dec. „	Sir W. G. Armstrong & Co. -	3,191
—	91,809	91,809	1 Nov. „	19 Feb. 1894	Sir W. G. Armstrong & Co. -	1,200
				8 June „	War Office - - - - -	658
—	92,236	92,236	1 Oct. „	15 June „	Sir W. G. Armstrong & Co. -	13,920
				10 July „	Sir W. G. Armstrong & Co. -	1,000
—	90,978	90,978	1 May 1896	23 Oct. „	Sir W. G. Armstrong & Co. -	117,009
				15 Dec. „	Messrs. Cammell & Co. - -	18,590
—	84,690 (Exclusive of capstan gear.)	84,690	31 Jan. „	15 Dec. „	Messrs. Brown & Co. - - -	18,590
				19 Sept. „	War Office - - - - -	19,440
—	86,558 (Exclusive of capstan gear.)	86,558	31 Jan. „	10 Nov. „	Sir W. G. Armstrong & Co. -	2,520
—	4,370	4,370	—	25 Oct. 1893	Sir W. G. Armstrong & Co. -	20,060
				6 Nov. „	Sir W. G. Armstrong & Co. -	13,448
				29 Dec. „	Sir W. G. Armstrong & Co. -	1,427
—	4,367	4,367	—	30 April 1894	War Office - - - - -	348
				10 Nov. „	Sir W. G. Armstrong & Co. -	7,560
				8 June „	War Office - - - - -	248
—	4,133	4,133	—	15 Aug. „	Sir W. G. Armstrong & Co. -	715
—	697	697	—	23 Jan. „	Sir W. G. Armstrong & Co. -	7,350
—	697	697	—	30 April „	War Office - - - - -	783
				30 April „	War Office - - - - -	782
—	655	655	—	3 Oct. „	Sir W. G. Armstrong & Co. -	6,300
—	655	655	—	21 Nov. „	Sir W. G. Armstrong & Co.	1,112

* Contract dates; not yet delivered.

NAVY (SHIPBUILDING CONTRACTS)
(FURTHER PROGRAMME COMMENCED 1893-94).

COPY of STATEMENT of CONTRACTS entered into by the Admiralty on account of Hulls and Machinery, &c.; of Ships Building by Contract; of Machinery, &c., for Ships Building in Her Majesty's Dockyards, and for Gun Mountings.

(Sir Ughtred Kay-Shuttleworth.)

Ordered, by The House of Commons, *to be Printed,*
9 *May* 1895.

[*Price* 1 *d.*]

260. *Under* 1 *oz.*

NAVY (SHIPBUILDING PROGRAMME UNDER NAVAL DEFENCE ACT, 1889).

RETURN to an Order of the Honourable The House of Commons, dated 20 August 1895 ;—*for*,

RETURN "relative to the MEMORANDUM of the SECRETARY of the ADMIRALTY, dated the 8th day of March 1889 (Parliamentary Paper, No. 67, of Session 1889), giving—(1) In regard to the 38 Ships intended by the New Programme to be Built in Her Majesty's Dockyards, in comparison with the Estimated Expenditure therein shown, the Actual Expenditure under each Head for each of the Years therein contained, and also, with reference to the anticipated difference of £. 3,054,000, therein said to be available 'for laying down New Vessels, or in reducing the Estimates for the Years 1892–3 and 1893–4,' information as to what Sums were applied to either of these two Services respectively; and (2) In regard to the 32 Ships included in the New Programme, to be constructed by Contract, similar information, in *Italics*, as to the Actual Expenditure on the Services therein referred to in comparison with the Estimated Expenditure."

Admiralty, 19 August 1895.

R. D. AWDRY,
Assistant Secretary.

(*Mr. Macartney.*)

Ordered, by The House of Commons, *to be Printed*, 20 *August* 1895.

LONDON:
PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,
BY EYRE AND SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.,
and 32, ABINGDON STREET, WESTMINSTER, S.W.; or
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and
90, WEST NILE STREET, GLASGOW; or
HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

427—Sess. 2.

1st RETURN, showing (*a*) in regard to the 38 Ships intended by the New Programme to be Built in Her Majesty's Dockyards, in comparison with the Estimated Expenditure, the Actual Expenditure under each Head for each of the Years 1889–90 to 1893–94 :—

YEAR.		NEW CONSTRUCTION—SHIPBUILDING AND ARMAMENTS.						
		UNDER THE NAVAL DEFENCE ACT OF 1889.						
		Amounts assumed, in Parliamentary Paper, No. 67, of 1888–89, as Annual Provision for New Construction, including Armaments.	Estimated Expenditure (*vide* Parliamentary Paper, No. 67, of 1889).			Actual Expenditure.		
			Old Programme.	New Programme.	TOTAL.	Old Programme.	New Programme.	TOTAL.
		(1.)	(2.)	(3.)	(4.)	(5.)	(6.)	(7.)
(a.)		£.	£.	£.	£.	£.	£.	£.
1889–90	Shipbuilding	2,650,000	1,290,000	1,360,000	2,650,000	1,203,282	1,182,821	2,386,103
	Armaments	450,000	—	450,000	450,000	—	244,054	244,054
1890–91	Shipbuilding	2,650,000	256,000	2,340,000	2,596,000	472,664	2,258,241	2,730,905
	Armaments	600,000	—	600,000	600,000	—	357,519	357,519
1891–92	Shipbuilding	2,650,000	—	2,560,000	2,560,000	191,889	2,545,259	2,737,148
	Armaments	600,000	—	600,000	600,000	—	513,758	513,758
1892–93	Shipbuilding	2,650,000	—	1,650,000	1,650,000	51,118	2,093,103	2,144,221
	Armaments	600,000	—	600,000	600,000	—	650,875	650,875
1893–94	Shipbuilding	2,650,000	—	740,000	740,000	5,674	1,398,203	1,403,877
	Armaments	600,000	—	600,000	600,000	—	402,622	402,622
TOTAL	Shipbuilding	13,250,000	1,546,000	8,650,000	10,196,000	1,924,627	9,477,627	11,402,254
	Armaments	2,850,000	—	2,850,000	2,850,000	—	2,168,828	2,168,828
		16,100,000	1,546,000	11,500,000	13,046,000	1,924,627	11,646,455	13,571,082
Anticipated Difference between the Amount assumed as provision for all New Construction, including Armaments, and that estimated to be required for such Shipbuilding and Armaments as were to be undertaken under the Naval Defence Act	£.	13,046,000						13,046,000
		3,054,000						
Increase in Actual over Estimated Expenditure, from year to year under the Naval Defence Act, to 31st March 1894	£.							525,082

And (*b*) with reference to the anticipated difference of 3,054,000*l*., said to be available "for laying down New Vessels, or in reducing the Estimates for the Years 1892–93 and 1893–94," information as to what sums were applied to either of these two Services respectively.

				£.
(b.) Anticipated difference as shown above				**3,054,000**
Increased cost of Shipbuilding under Naval Defence Act, to 31st March 1894 :—				
Old Programme (difference between Columns 2 and 5)		£. 378,627		
New Programme (difference between Columns 3 and 6)		827,627	£. 1,206,254	
Less,—				
Reduction in Actual, as compared with Estimated, Expenditure on Armaments, under the Naval Defence Act, to 31st March 1894 (difference between Columns 4 and 7)			681,172	525,082
Savings in the Naval Defence Account at the expiration of 1893–94, and available for completion of Ships building under the Naval Defence Act in 1894–95	Shipbuilding	7,135	246,307	771,389
	Armaments	239,172		
Expended on other New Construction not included in the Naval Defence Act	1889–90	69,894	1,182,268	
	1890–91	38,746		
	1891–92	35,287		
	1892–93	118,891		
	1893–94	919,450		
Expended on Armaments for New Construction not included in the Naval Defence Act	1892–93	12,000	130,000	
	1893–94	118,000		
				1,312,268
				2,083,657
Difference between the total of Column 1, and the Actual Expenditure under the Naval Defence Act, and in other New Construction (including Armaments)	Shipbuilding	658,343		970,343
	Armaments	312,000		

2nd. In

2nd. In regard to the 32 Ships included in the New Programme, to be constructed by Contract, similar information, in *Italics*, as to the Actual Expenditure on the Services therein referred to in comparison with the Estimated Expenditure :—

		1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	TOTAL.
		£.	£.	£.	£.	£.	£.	£.	£.
Amount available out of the proposed Naval Defence Account	Estimated	1,428,000	1,428,000	1,428,000	1,428,000	1,428,000	1,428,000	1,432,000	10,000,000
	Actual	*1,428,571*	*1,428,572*	*1,428,571*	*1,428,572*	*1,428,571*	*(a)2,857,143*	—	*10,000,000*
Estimated Expenditure	Estimated	2,845,000	4,415,000	1,900,000	740,000	100,000	—	—	10,000,000
	Actual	*870,214*	*3,131,450*	*2,876,052*	*2,065,900*	*1,030,693*	*(b) 32,797*	—	*(b) 10,007,106*

(*a*) Closed in 1894-95, under the provisions of the Finance Act, 1894, Section 41.

(*b*) Estimated. This excess of 7,106*l.* will probably disappear on the final completion of Accounts.

RETURN

OF THE

NAVY (SHIPBUILDING PROGRAMME, 1889).

(*Mr. Macartney.*)

Ordered, by The House of Commons, *to be Printed,*
20 *August* 1895.

[*Price* ½ *d.*]

427—Sess. 2. *Under* 1 *oz.*

BIBL. LONDIN. UNIV